

SEMI-CENTENNIAL  
HISTORY OF WEST VIRGINIA

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JAMES MORTON CALLAHAN



were deprived of all facilities for travel except mud turnpikes. By 1860 the eastern terminus of the stage lines was at Jackson river depot, now Clifton Forge, which was then the western terminus of the Virginian Central railway (now the C. & O). The decline of the turnpike was completed by the ravages of war resulting in the destruction of the Gauley and Greenbrier bridges and leaving the road in a very inferior condition. The busy life along the route never returned. White Sulphur Springs was reopened in 1867, but even here there was a noticeable absence of much of the society which had once given life and gayety and grace to the resort. A few years later a new era of life along the route was introduced by the completion of the railway from Covington to Huntington.

### 3. THE STAUNTON AND PARKERSBURG TURNPIKE.

Across the territory of West Virginia north of the region drained by the Kanawha, the Staunton and Parkersburg turnpike upon which the state spent considerable money was a factor of no small importance in local development. The story of its inception and its construction may be indicated briefly. By an act of 1823 the Board of Public Works was directed to inquire into the expediency of directing the public engineer to survey and mark a road by the nearest and best route from Staunton to the mouth of the Little Kanawha. Following the prompt preliminary report of the board, in March 1824, the Assembly made small appropriations from the revenues of Pendleton, Pocahontas, Randolph, Lewis and Wood to be used in opening the road provided each of these counties would appropriate an amount equal to the sum provided by the state. An act of February 1826 authorized an increased state aid (\$3200) and directed the commissioners of each county to meet at the mouth of Rifles' Run in order to locate the remainder of the road via Beverly and Weston. At the same time, Wood county was allowed additional time to raise the amount which it was required to contribute by the act of 1824. In 1828, the principal engineer was directed to inspect the road from Weston to Parkersburg, and was given power to change the route or location. In 1830, commissioners were appointed by act of the Assembly with power to raise by a lottery \$50,000 to complete the road, and the county courts of Pendleton, Pocahontas, Randolph, Lewis and Wood were each required to appoint a superintendent to complete the work in their respective jurisdictions. To each of these counties the lottery money was to be distributed according to a stated proportion. In 1832 there was an additional appropriation, of which a given proportion was



to be provided for each county which would raise an equal amount. Some of the counties by act of 1836 were given additional time to meet the requirements. In 1837, Wood county which had failed to raise the amount required was again given additional time.

A step toward greater activity was taken by the act of 1838 which authorized the Board of Public Works to borrow \$150,000 with which to construct a turnpike from Staunton through Dry Branch Gap, with a width of not less than 15 feet in addition to side ditches. In the same year, the principal engineer made a report pointing out five different routes for the northwestern part of the road—one of which utilized twenty-three miles of the Northwestern turnpike from the Three Forks of Goose creek, and another of which proposed to unite it with the Northwestern turnpike which could be utilized for the fifty miles west of Middle Island creek.

The work of construction began at both ends. On the west end one of the chief difficulties was the backwater which increased the need for additional bridges, and also induced the engineer to select a route which did not immediately follow the Little Kanawha. Here, Wood county declined to give aid in preserving the road. At the east end work was delayed by labor conditions. There, the reduction of the price of labor was secured much later than in the west. The beginning of operations was delayed, especially by the continued demand for labor on the Valley turnpike and on the James river. Finally, with an anticipated reduction of wages to \$10.00 per month at each end of the road, operations on the east were begun, but in the middle of December (1838) they were stopped for the winter.

As the work of construction advanced, the Board of Public Works in 1841 were given all the powers and privileges concerning the tolls, etc., that had been conferred on the president and directors of the Northwestern turnpike by act of 1840. The shorter and better route through part of Randolph was changed by an act of 1842 which made Beverly a point on the road, on condition that the citizens of Randolph would pay \$4200 on construction and that owners of land would relinquish all claims for damages. An act of 1845 authorized a loan of \$30,000 to complete the road between Weston and Beverly, another of 1846 appropriated \$5000 for a bridge over the Valley river at Beverly, and another of 1847 appropriated \$15,000 for bridges across the Valley river at Huttonsville, across the West fork at Weston, across the south fork of Hughes river, and across Stone Coal creek and other creeks. An act of 1848 appropriated an additional \$10,000 for bridges and an act of 1849 authorized a loan of \$60,000 for macadam-

izing parts of the road. An additional appropriation was made in 1852 to repair and reconstruct bridges and embankments which had recently been injured and destroyed on the road; and \$100,000 was appropriated in 1853 for use in macadamizing, planking and bridging. According to the report of the Superintendent, John Brannon of Weston, the road at this date was in very bad condition resulting from winter and spring freshets, and the tolls were not adequate for repairs. The bridges on the north and south forks of the Hughes river required stronger masonry and higher location. An act of 1860 again provided for the repair of damage done by recent floods. An act of April 1, 1861, authorized the appointment of two superintendents with separate jurisdiction divided by Cheat mountain. By an ordinance of the Virginia convention of June 14, 1861, the Governor was authorized to build bridges and make other repairs on the road in Randolph for use for military purposes.

At the close of the war much of the road was in a very bad condition; but, along the larger part of the route, it has continued to be used for local travel. Tolls were collected in Randolph by order of the county court until about 1898.

#### 4. THE OLD NORTHWESTERN TURNPIKE.

The old Northwestern turnpike, extending from Winchester, Virginia, on a general westward course to Parkersburg on the Ohio, is a historic highway which deserves more mention than it has ever received as a factor related to the American westward movement and to the problem of communication between East and West. It was the inevitable result of the call of the West and the need of a Virginia state road.

Perhaps its first suggestion was recorded by Washington, who in 1758 had been the champion of the Braddock road (not then supposed to lie in Pennsylvania) and who in 1784 sought a route located wholly in Virginia. Returning from a visit to his western lands, after following McCulloch's path (then the most important route across the ragged ridges between the valleys), he crossed the North Branch on the future route of the greater Virginia highway—which was first partially realized in the "state road" authorized from Winchester via Romney to Morgantown before 1786, and extended westward in 1786 by a branch road from near Cheat to Clarksburg, from which the first road was marked to the mouth of the Little Kanawha between 1788 and 1790.

The later turnpike was planned and constructed by Virginia partly

terest capitalists—efforts which failed largely through lack of sufficient encouragement from the people of the county. A suspension bridge across the river to Palatine was completed in April 1852. In 1853 a state stock bank was organized.

Rafting on the Monongahela to Pittsburg and lower points which began as early as 1840 continued until about 1890. A few years after the completion of the Baltimore and Ohio in 1852 much lumber cut by portable mills was shipped to Fairmont, Farmington and Mannington.

Westward from Fairmont the railway followed Buffalo creek and at the junction of Pyles creek furnished the stimulus for the creation of another town from a cluster of houses which as early as 1845 had been known at Koontown, in honor of Samuel Koon who built a tavern and a store there. In 1852 the place was renamed Mannington for James Manning, a civil engineer of the new railroad; and in 1856 it was incorporated by the assembly. From 1853 it had a tannery and a good trade in timber products and farm products.

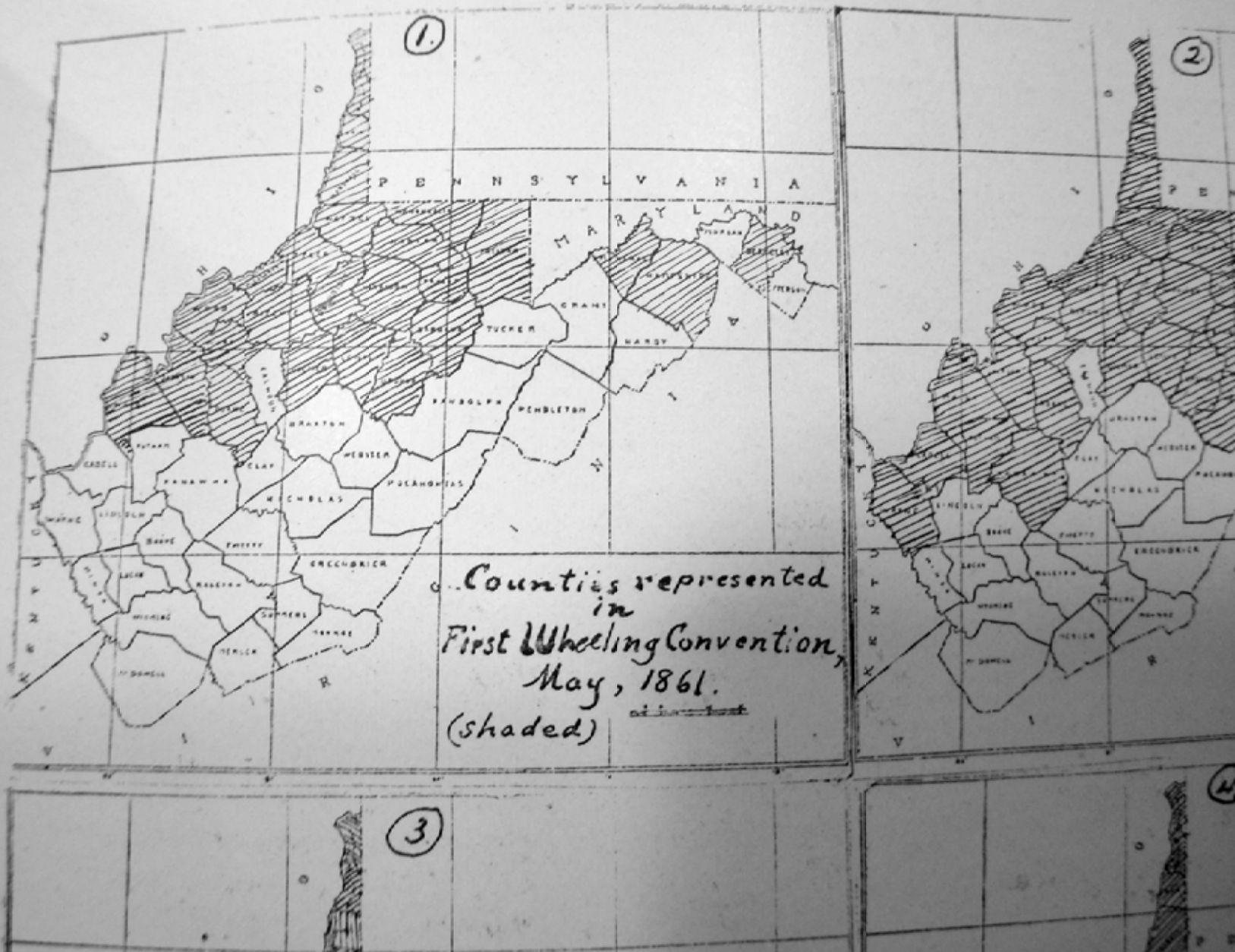
Northwestward from Mannington, the route\* continued up Pyles Fork, thence across the divide between Glover Gap and Burton to



The remaining steps necessary to secure statehood were promptly taken. On the fourth Thursday of April, the constitution was ratified by the people by a vote of 18,062 to 514. On May 13, the reorganized legislature of Virginia gave the state's consent to the formation of the new state; and on May 29, Senator Willey (representing Virginia) in a speech ably setting forth the causes and conditions which led to the request, presented to the United States senate West Virginia's petition for admission to the Union. On June 13, the committee on territories reported the bill for admission, drawn up largely by Carlile who had previously been an ardent newstate man, and providing that, before the state should be admitted, its boundaries should be extended to include the fifteen valley counties, a new convention should be held, and a new constitution framed with the provision that all children of slaves born after July 4, 1863 should be free. It was evident to those who understood conditions that such a bill, even if desirable, was unpracticable and could not succeed, and some even asserted that its intent was to block admission. After several debates (on June 26 and July 1, 7 and 14), the bill, amended to conform with the boundaries provided in the constitution and to provide

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\*The convention determined that the constitution should be silent on the question of slavery, and that at the time the constitution should be submitted to a vote of the people on its adoption, a kind of side vote should be taken for emancipation and against emancipation. When the vote was taken it was 6,052 for emancipation to 610 against, or ten to one in favor of a free state. The vote on the adoption of the constitution taken at the same time was 18,862 in favor to 514 against it.





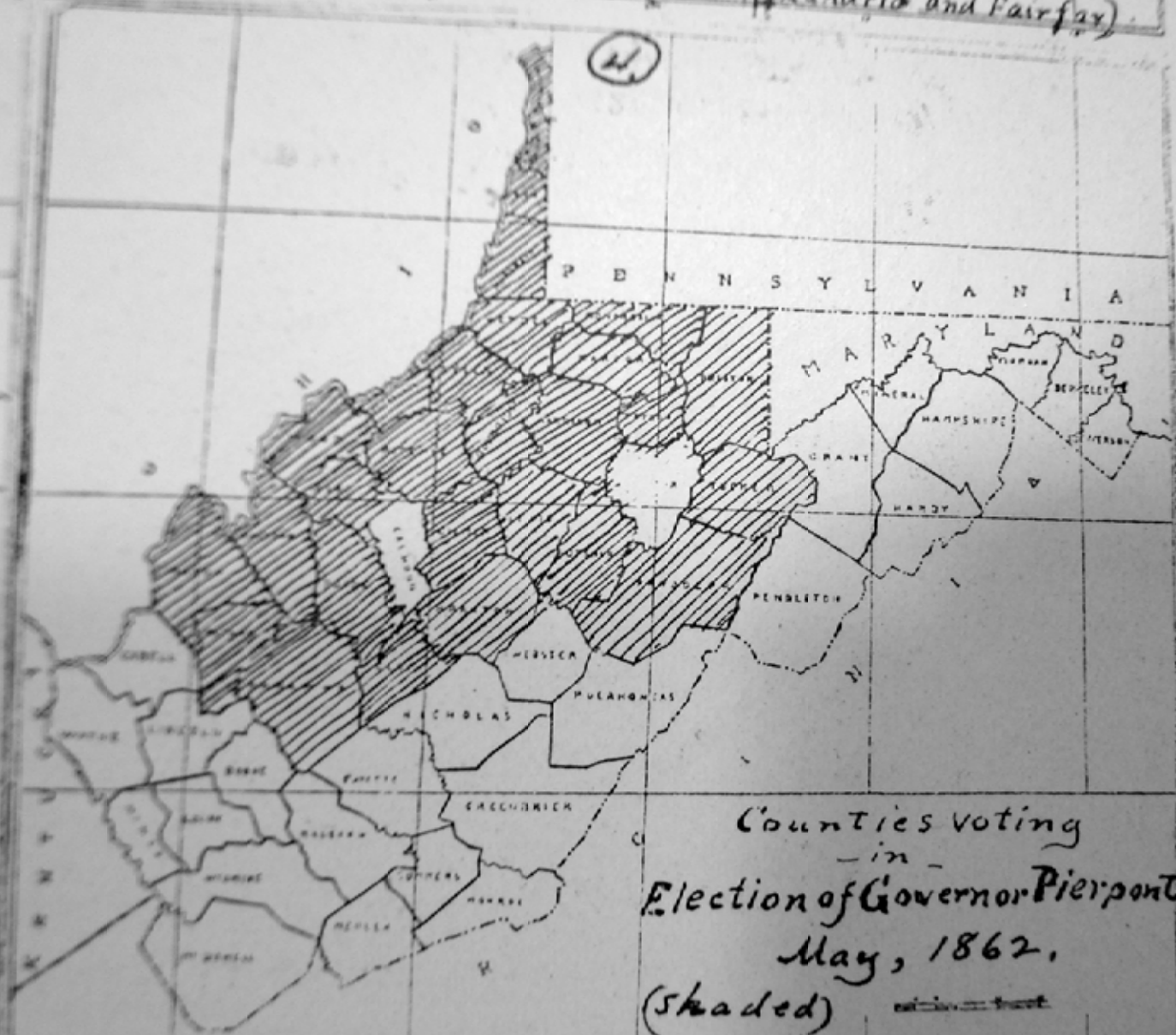


July, 1861.  
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(Add Alexandria and Fairfax)

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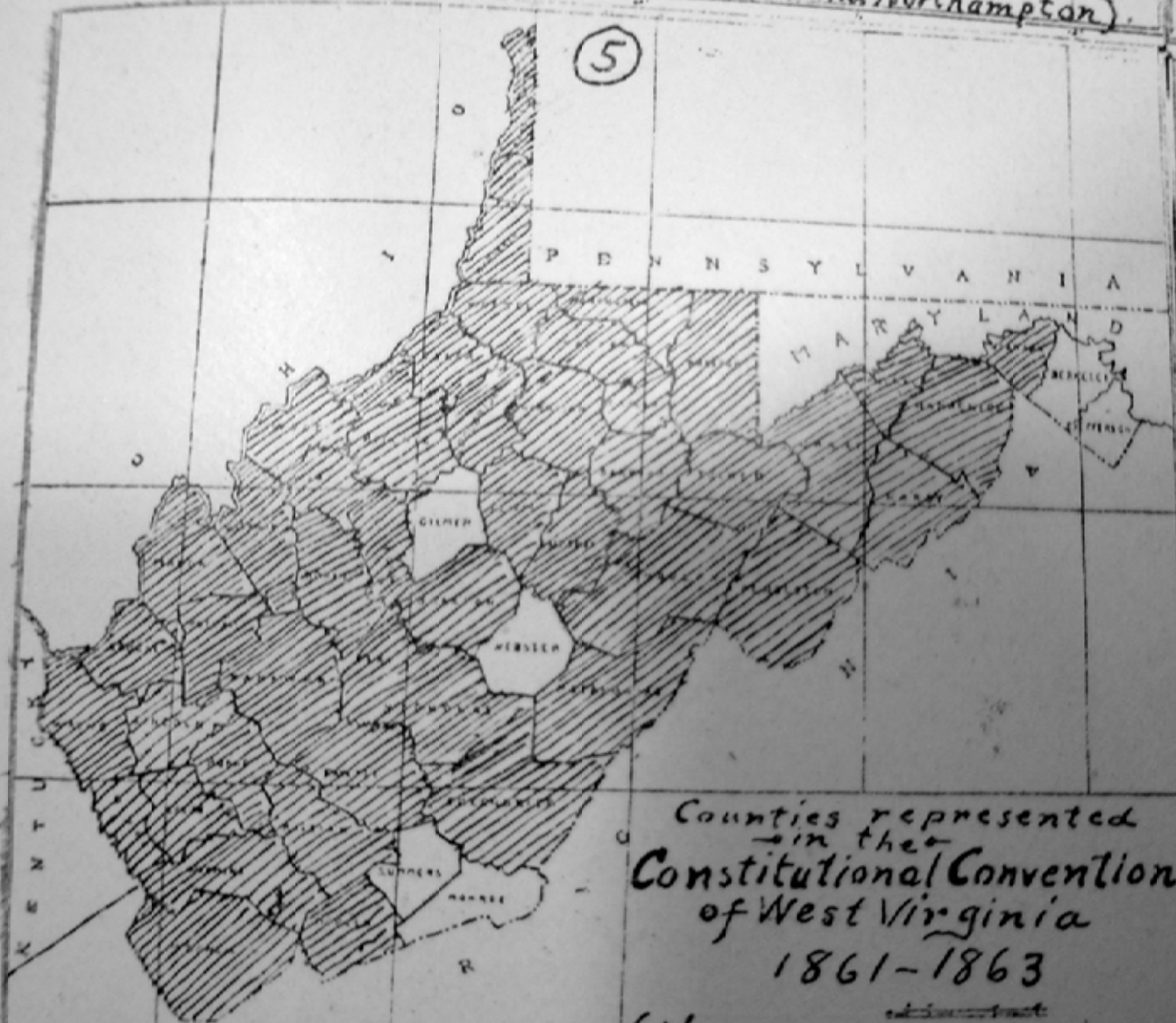
Counties voting  
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May, 1862.  
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(Add Fairfax, Alexandria, Accomac, and Northampton).

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July, 1861.  
(shaded)  
(Add Fairfax, Alexandria, Accomac and Northampton).

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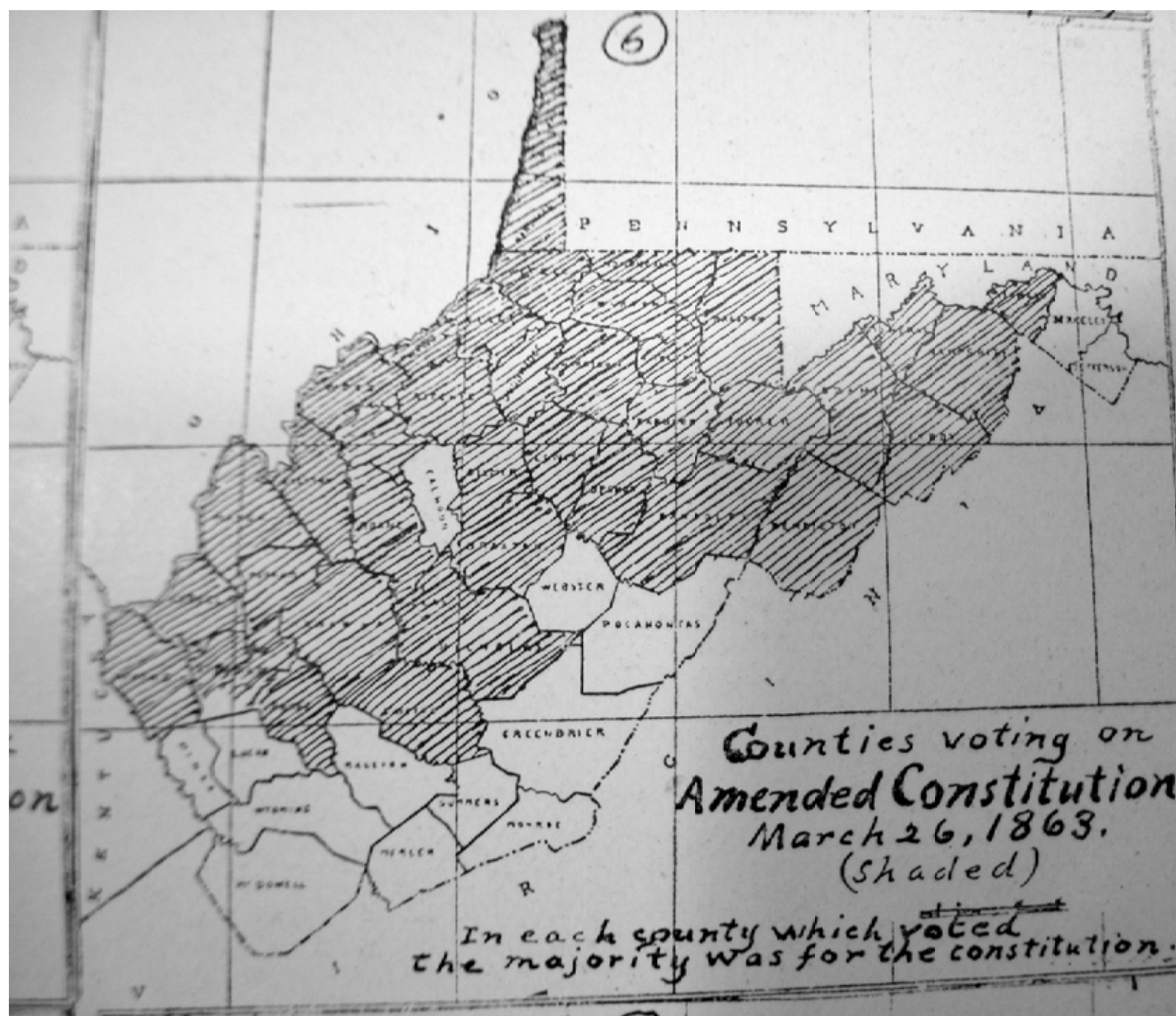


Counties represented  
in the  
Constitutional Convention  
of West Virginia  
1861-1863  
(shaded)

[In Feb. 1862, Brown ⑦ of Kanawha had proposed to



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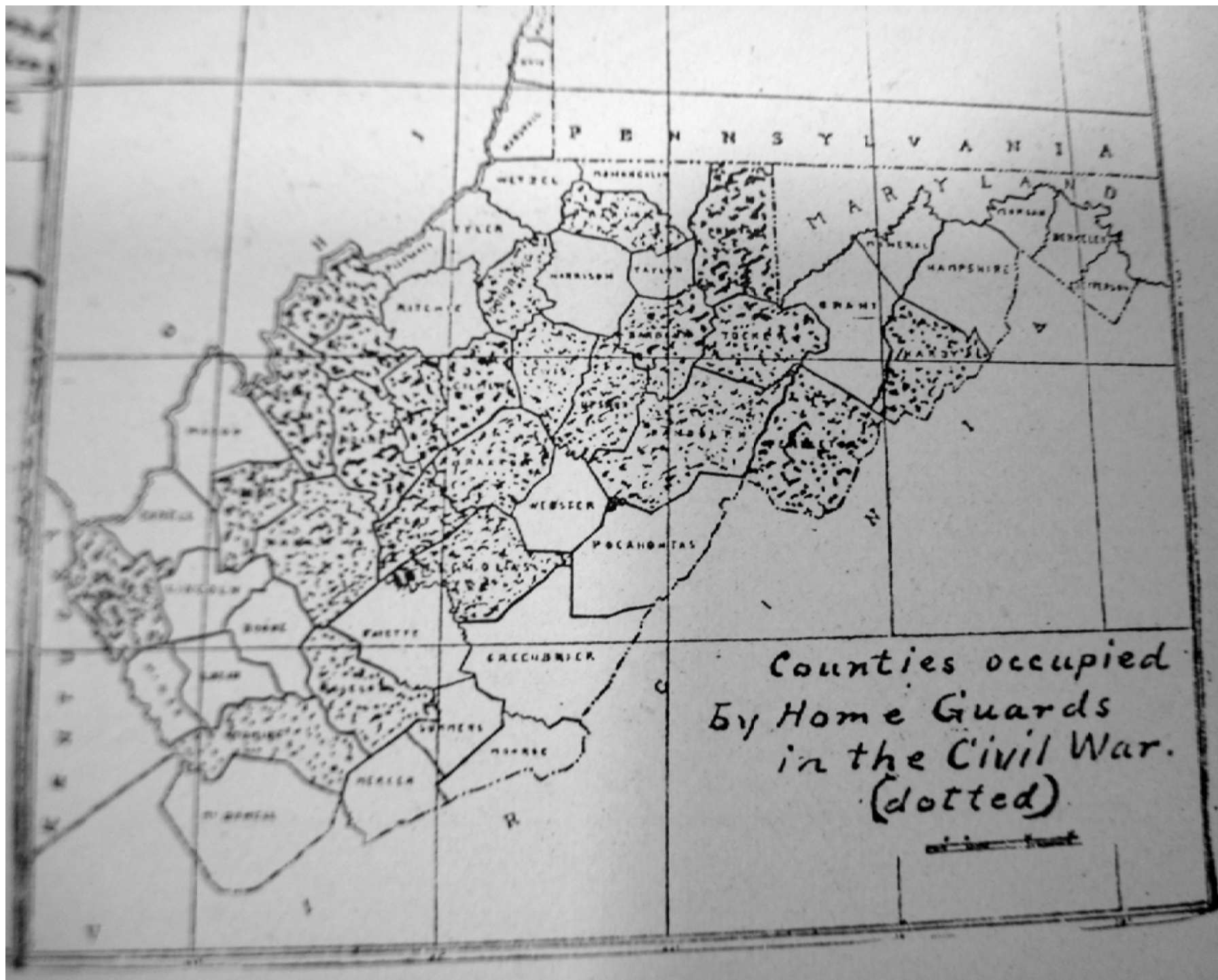
Counties voting on  
Amended Constitution  
March 26, 1863.  
(Shaded)

In each county which voted  
the majority was for the constitution.

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(7)  
 [In Feb. 1862, Brown of Kanawha had proposed to include nine counties in the southwest (Lee, Scott, Wise, Russell, Buchanan, Tazewell, Bland, Giles and Craig), three more east of the Alleghenies (Allegheny, Bath, and Highland), three more along the Potomac (Loudoun, Fairfax, and Alexandria), and also Accomac and Northampton of the eastern shore].







for gradual emancipation, passed the senate on July 14, 1862—although opposed by Carlile. On December 10, after a term of postponement, it passed the house (by a vote of 96 to 55) and on December 31 was signed by the President.\* On February 12, 1863, the constitutional convention reconvened and made the necessary provision for gradual emancipation; and on March 26, the amended constitution was ratified by the people by a vote of 23,321 to 472. On April 20, the President issued his proclamation by which, on June 20, 1863, West Virginia became the thirty-fifth state of the Union. The new state government promptly replaced the reorganized government of Virginia, which folded its tents, moved from the new state and located at Alexandria.

West Virginia entered upon her career as a separate state of the American union at the most critical period in the war of secession—two weeks before the battles of Gettysburg and Vicksburg. After the President's proclamation of April 20, the new government was rapidly organized. Arthur I. Boreman for governor, and other state officers, nominated at a convention at Parkersburg early in May, were elected the latter part of the same month. Judges of the supreme court and county officials were elected at the same time. On June 20, the state officers began their duties. On the same day the first legislature (20 senators and 51 delegates) assembled, and on August 4, it elected two United States senators—Waitman T. Willey and Peter G. Van Winkle, who after some formal objection were duly admitted. Soon thereafter, each of the three newly formed congressional districts elected delegates who were promptly admitted to the house of representatives.

\*The bill as passed contained a condition requiring that the Willey clause which Congress had prescribed relating to slavery should be inserted in the constitution by the constitutional convention, and adopted and ratified by a majority of the voters, and that after this was done and duly certified the President of the United States could lawfully issue his proclamation by which the act should take effect and be in force on and after 60 days from the date of said proclamation.

## VIII. The Strategy of War

### 1. WEST VIRGINIA'S PART IN THE CIVIL WAR.

In the war of secession, to which West Virginia owes her existence as a state, the West Virginians in proportion to their number and wealth did as much as the people of any other state. That they were not friendly to secession was shown by their vote of ten to one against the Virginia ordinance of secession. That the determined character of this opposition to the action of Virginia was underestimated by the authorities at Richmond was shown by the persistent efforts of Virginia to secure control of her western counties and to collect forces therein for the Confederacy. Not until the failure of the Imboden raid was the true sentiment of West Virginia understood by the Confederates. To the Union army she furnished over 30,000 regular troops, exclusive of the 2,300 Home Guards consisting of 32 companies organized to defend 32 home counties from invasion. For the Confederate service she furnished between 7,000 and 10,000 men, nearly all of whom enlisted before the close of 1861. The importance of West Virginia's contribution to the war can not be estimated alone by the number of men which she furnished. The failure of the Confederates to hold the territory and to secure the Baltimore and Ohio railway gave the Union forces a great advantage in the transportation of troops between Ohio and the East.

### 2. CONTEST IN NORTHWESTERN VIRGINIA.

At the opening of the war the strategic Monongahela region of West Virginia became the theatre of contending armies in a series of introductory episodes which were larger in significance than in size of forces engaged or extent of territory covered. The geographic position of the Baltimore and Ohio railroad, crossing the region of the Monongahela drainage system and the eastern panhandle, and connecting Washington with the Ohio, made it of inestimable value as an aid in the military operations of the United States government throughout the war and at the same time determined to a large extent the theatre of Confederate operations, especially at the inception of the war. The results of the campaign, in which the battle of Philippi occupied a prominent place, determined the control of

northwestern Virginia including the western division of the Baltimore and Ohio railway, contributed largely to the control of the remainder of the Baltimore and Ohio route from the mountains eastward to Baltimore, encouraged the movement for the formation of a new state west of the mountains, and influenced the result of later important military events of the war.

The secessionists very early in the war saw the importance of establishing their lines along the border of Ohio and Pennsylvania which they hoped to make the battle ground. At the same time they underestimated the strength of the opposition which the people of northwestern Virginia would offer to the attempt to join them to the fortunes of the Southern Confederacy. They especially desired to control the Baltimore and Ohio railway which had a geographic position of great strategic importance, and by which they particularly hoped to prevent the concentration of federal troops on Maryland and Virginia.

Therefore, on April 30, 1861, General Lee ordered Major Boykin, of Weston, to call out volunteers and assume command at Grafton, and took steps to control the Ohio terminals of the main road at Wheeling and the branch road at Parkersburg. On May 4, he directed Colonel Porterfield, of Harper's Ferry, to call out additional volunteers to rendezvous at Grafton, to assume general command over Boykin and others in the vicinity, to distribute 200 muskets which at the request of Boykin had been sent to Colonel Jackson at Harper's Ferry, and to issue requisitions for additional arms. On May 11, he ordered 400 rifles and ammunition from Staunton to Major Goff at Beverly to be placed at the disposal of Colonel Porterfield for use in the vicinity of Grafton.

In the meantime Boykin had encountered great difficulty in assembling a force in the vicinity and had made a request for companies from other parts of the state—a request to which General Lee did not think it wise to comply.

On May 16, Colonel Porterfield reported from Grafton, stating that he discovered great diversity of opinion and much bitterness of feeling and that he was seriously disappointed to find that Major Goff at Beverly had received no rifles and had no information that any had been sent. Both at Pruntytown and at Philippi he found a company organized and awaiting arms; and he was assured of another company which was forming at Clarksburg, but which was without either arms or uniforms. He reported that two companies were marching toward Grafton to aid him; that of Captain Boggess, of Weston, which



had only flint-lock muskets, in bad order and without ammunition; and that of Captain Thompson, of Fairmont, which had better guns but little ammunition. Although urging the need of the best rifles, he doubted whether there would be much use of the bayonet in the hills, and thought that the rifles which had been in the fire at Harper's Ferry would do if fitted up.

Ordered to advance to Wheeling, Porterfield, before he had time to act and while disappointed with the failure of his appeals to secure adequate arms and ammunition, found it necessary to fold his tents and fall back toward Philippi before a superior force of troops from Wheeling—the vanguard of the army of McClellan—under Colonel Kelly who proceeded to occupy Grafton without firing a shot. He had burned two bridges four miles east of Mannington; but failing in his plans to execute Governor Letcher's order to destroy the railroad at Cheat river, and blow up the tunnel through Laurel Hill, he was unable to prevent the Baltimore and Ohio from falling into the control of the Federal forces, which thus obtained a great advantage in the operation of the war.

In the closing days of May, General McClellan's 20,000 troops had crossed the Ohio at Parkersburg and Wheeling; and on June 1, about 4,000 of these under General Thomas A. Morris, of Indiana, reached Grafton. Early in the evening of the following day, 3,000 of these marched by two routes on Philippi (twenty miles southward) where Porterfield had halted with his poorly equipped forces to resist the further advance of the Federals. Just before the dawn of June 3, the two columns converged upon the town, after a march over muddy roads, and fired the opening guns of the first inland battle of the war. The heavy storms which had impeded their march and tested the physical endurance of the young army, had caused the Confederate pickets to retreat from their posts without order to find shelter at Philippi.

The rapid race of the Federals to Philippi, succeeded by the brief battle in which not a single person was killed, was promptly followed by the precipitate retreat of the stampeded Confederates who abandoned their baggage in their narrow escape from capture on the Beverly road and left the Baltimore and Ohio free to transport armies for the preservation of the Union. On June 22, McClellan crossed from Ohio with his official staff; and on June 23, he established his headquarters at Grafton.

General Robert S. Garnett, who superseded Porterfield, and reinforced his army to over 6,000 by troops from eastern Virginia, com-

pletely failed with inadequate force to recover an important strategic position by plans to establish a base at Evansville in Preston county. Later (July 11), routed at Rich mountain (five miles west of Beverly) and at Laurel Hill (Belington) where he had constructed fortified positions to prevent the union troops under McClellan from moving south toward Staunton, he returned to Tucker county endeavoring to escape by felling trees across the road behind him; but at Corrick's Ford he was overtaken and killed while retreating from a battle which closed the campaign by putting to flight the remnant of his army.

On July 14, McClellan moved southward and occupied Huttonsville, followed by the line of military telegraph by which throughout his brief campaign he had been able to keep in touch with Grafton and to announce to the excited country the news of his victories—which, although small in comparison with many later victories of the war, were important as a preparation for some of those later victories, and were significant in their larger results which contributed to the integrity of the Union.

In the following October, the Federal force under General Reynolds advanced across the Cheat river into Pocahontas county and attacked a Confederate force which soon fell back from the Greenbrier to the Allegheny mountain, from which they later moved eastward.

Garnett in his report from Laurel Hill informed General Lee that the lack of enlistments and lack of aid to the Confederate cause indicated that he was in a foreign country. After his retreat there were few Confederates in West Virginia west of the Alleghenies and north of the Kanawha valley.

## 2. CONTEST FOR THE KANAWHA.

In the contest to gain and retain control of the Kanawha valley the Confederates also lost. The policy of Lee was to hold the valley by posting a force below Charleston. General Henry A. Wise, who was ordered to the Kanawha at the beginning of the war, experienced considerable difficulty in raising and equipping soldiers in that region, but finally secured an army of 8,000 men (including about 2,000 militia from Raleigh, Fayette and Mercer counties) with which he planned an advance against Parkersburg. In July 1861, threatened by a Federal army under General J. D. Cox who advanced across the Ohio into the Kanawha valley, and by another which moved southward from Clarksburg, he fell back to the upper Kanawha. Late in

August, he attacked the army of General Cox near the mouth of Gauley but was defeated in the ensuing battle, and was pursued vigorously. A week later, his colleague General Floyd, who had recently established his army at Cross Lanes in Nicholas county, was attacked at Carnifex Ferry by Federal reinforcements advancing from Clarksburg under General Rosecrans, and he withdrew at night into Greenbrier after burning the bridge behind him to prevent pursuit. In the following November, he was defeated by Rosecrans at Gauley Bridge in a final battle of a campaign which left the lower valley in the hands of the Federals. After the defeat of Wise and Floyd in detail, facilitated by their own continual lack of concert and co-operation, the Confederates were finally pushed over the Alleghenies in this region, and never again obtained a permanent foothold.

In Fayette county, the people were largely in favor of the Confederate cause. In May, 1861, the county court at a special session appropriated \$5,000 for the purchase of equipment and uniform for soldiers of the Confederacy. In June, it invited the peaceful resignation of any member of the court who might feel friendly to the North. The county furnished a company for the Union army, however. Federal forces which occupied Fayetteville, in the fall of 1861, remained until they were driven out, on September 10, 1862, by General Loring's forward movement from the Narrows; and they returned, in May, 1863, to drive the Confederates out. During the war there was a general exodus of the citizens, and only four houses remained at the cessation of hostilities.

After 1861, the Confederates never made a serious attempt to recover or to hold the trans-Allegheny region of West Virginia. Although, as late as 1863, certain politicians and generals in the Confederate service still believed the majority of the West Virginians were in sympathy with secession they had no shadow of a basis for any lingering hope after the great raid of Imboden which found few willing to grasp the opportunity to enlist in the Confederate service.

### 3. CONFEDERATE TRANS-ALLEGHENY RAIDS.

Although by the campaign of McClellan southward from Grafton to Huttonsville, the Confederates practically lost control of the entire region of northwestern Virginia, which so largely controlled the Baltimore and Ohio railway, and although they found no subsequent opportunity to make a serious attempt to regain it, they made several subsequent raids which produced a feeling of uncertainty and insecurity in some sections and severely tested the alertness of the

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Federal forces and Home Guards. General A. J. Jenkins with 500 Confederates made a raid through Randolph, Upshur and Lewis (and westward to the Ohio) in August, 1862. General John D. Imboden with 310 Confederates reached St. George in Tucker county in November, 1862, and planned to destroy the Baltimore and Ohio bridge across Cheat at Rowlesburg, and some neighboring trestles, but at the news of approaching Federals he retreated to Pendleton county. In the following spring he directed a double raid—one division of which, led by General William E. Jones via Greenland Gap to Preston county, then via Albrightsville to Morgantown and Fairmont, and in Lewis and Upshur counties formed a junction with the main division under Imboden, which entering Randolph had captured Beverly and moved through Barbour. From Weston, Imboden moved southwesterly to sweep the Kanawha, and Jones advanced to the petroleum wells in the direction of Parkersburg. In June, 1863, Beverly was again attacked by General William L. Jackson with 1,200 Confederates, but they were driven back by General W. W. Averell's body of cavalry, largely composed of West Virginians, which proved better than the earlier infantry troops in protecting the region through which it moved.

Later raids were that of Colonel V. A. Witcher, in September, 1864, who started from Tazewell county and penetrated to Weston and Buckhannon, and two later attacks on Beverly—one under Major Hull in the autumn of 1864, and the other under General Rosser in January, 1865.

In their repeated raids, the Confederates were doubtless encouraged by the demoralization resulting from the divided sympathies of the people in several counties of the region visited. At the outbreak of the war, nearly all county officers of Barbour were Southern in sympathies; and for several months after Colonel Porterfield was driven from Philippi, there was no execution of the law by the civil authorities, and Philippi was almost deserted. In the following September, under the Reorganized Government of Virginia, there was an election to fill vacancies. In the winter of 1862-63, the new sheriff, Mr. Trahem, was kidnapped from his home by a detail of Confederates, under orders from General Imboden (who was encamped in Augusta county), and was sent to Richmond. Although he was released and allowed to return, his capture led to retaliatory acts against the Confederate sympathizers in the county. In the raids under Imboden and Jones, which occurred in the spring of 1863, Barbour was not as much concerned as other counties of the region. In several cases

records were carried away, and in Randolph the sheriff (J. F. Phares) was shot. Later, near the close of the war, M. T. Haller in command of the Home Guard in Barbour county was killed in an ambush by a Confederate scouting party led by a Mr. Moore.

In May, 1863, the Federal authorities adopted precautionary measures to lessen the dangers of any future Confederate invasion. General Averill was sent with a mobile force, drawing its supplies from Clarksburg, to patrol the region south of the railroad to the Kanawha, and to cooperate with General Kelley commanding on the line of the railroad, and with General Scammon commanding on the Kanawha and the Gauley. He was instructed to guard the passes and approaches via Cheat River Mountain on his left, and to be ready in an emergency to cross the mountains to aid in any movement in the direction of the Valley of Virginia. He was later assigned to the Kanawha valley.

#### 4. CONTEST IN THE EASTERN PANHANDLE.

In the eastern panhandle—beginning in April, 1861, by the swift seizure of Harper's Ferry whose strategic importance was largely determined by its railway connections westward and up the Shenandoah—Confederate operations occurred at irregular intervals until near the close of the war, and were usually along the route of the railway.

After the Confederates realized that West Virginia had forever slipped from their grasp and that the Baltimore and Ohio could no longer be utilized in the earlier plans to fortify the banks of the Ohio, they became openly hostile to the road and sought to damage it so that it could not carry Union troops from the Ohio to the Potomac. Governor Letcher of Virginia said, "The Baltimore and Ohio railroad has been a positive nuisance to this state from the opening of the war till the present time; and, unless the management shall hereafter be in friendly hands, and the government under which it exists be a part of the Confederacy, it must be abated." In the raids under Jones, Imboden and Jackson, the officers had instructions to strike the Baltimore and Ohio wherever possible. Jackson at one time complained to President Garrett that the eastbound trains disturbed the repose of his camp and requested a change of schedule. To this request President Garrett complied. During the war, many Baltimore and Ohio trains were captured; and, in some cases, the engines were transported for use on the "scantily stocked Virginia roads of the same gauge." The bridge at Harpers Ferry was twice destroyed, and

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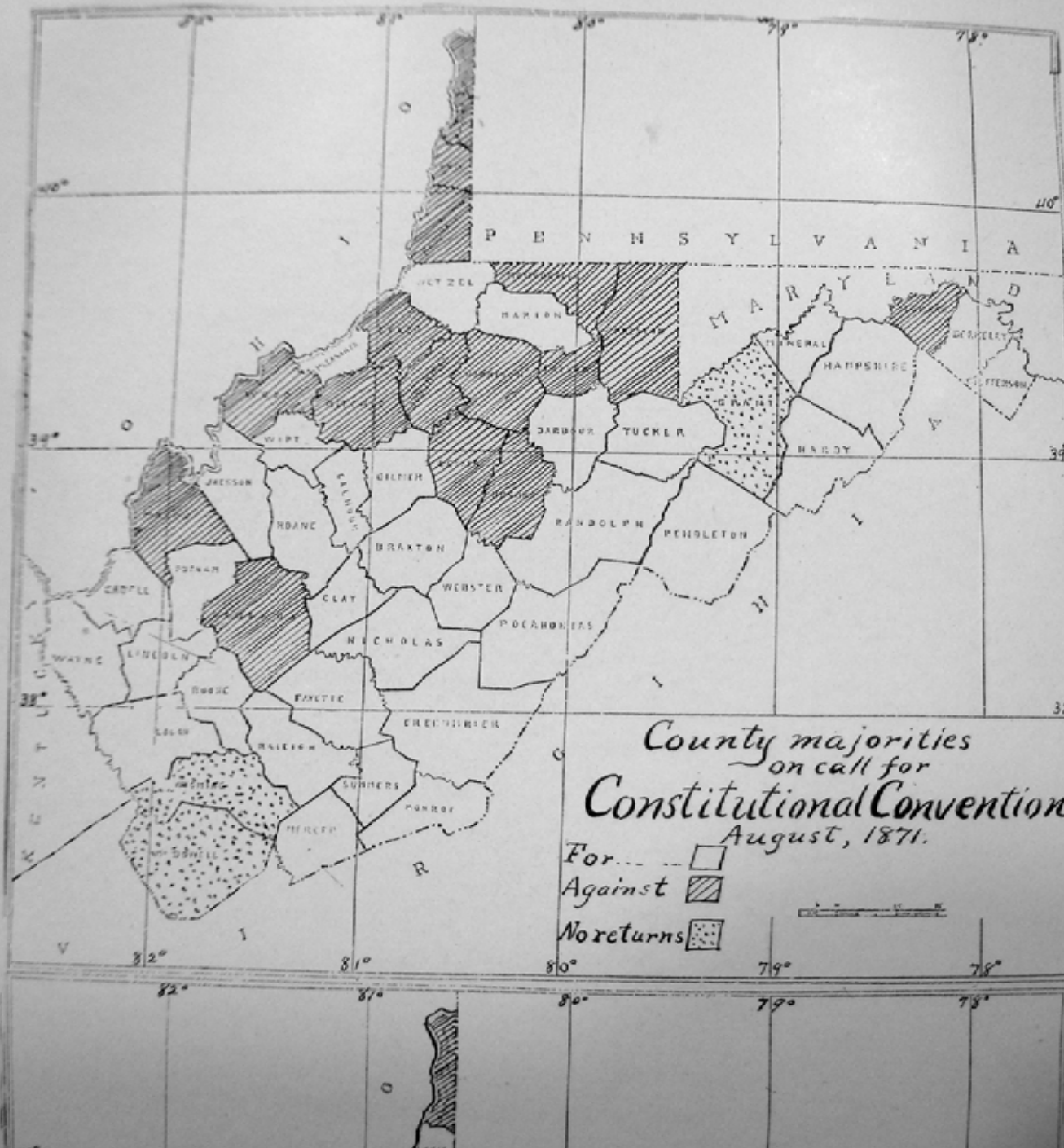
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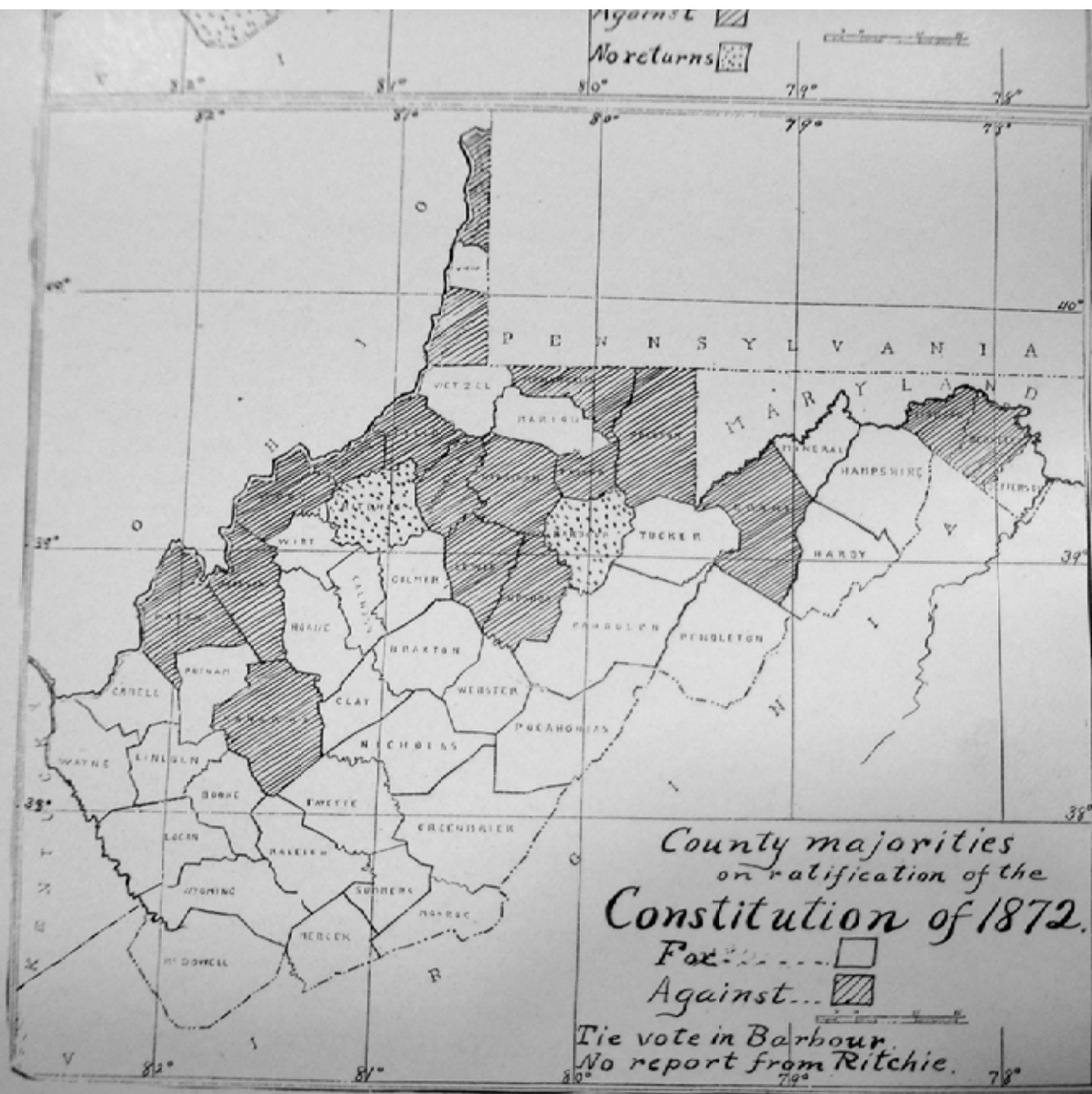
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only 4,567 in an aggregate vote of over 80,000, made some wise changes—lengthening the terms of members of each house of the

\*West Virginia at the beginning of her history inherited the confusion of land titles which had resulted from the mistakes made by the mother state in the early years of our national existence when she had urgent need of revenue to support her government. The earlier failure to secure either revenue or much desired barrier settlements in the west, by the statute of 1779 which placed public lands on the market at a fixed charge of forty pounds for each one hundred acres (a price which proved too high for the hunter-farmer of the frontier, induced the legislature in December, 1792, with the expectation of increasing revenues from land taxes, to offer western lands for sale at the merely nominal price of two cents per acre—an offer which in the next decade resulted in the acquisition of almost all the territory of western Virginia, principally in large grants often reaching a million acres in a single tract, by speculators who neither became residents on the land nor paid taxes thereon. Much confusion resulted from the methods by which the grants were located. Without adequate returns from the lands to enable her to supervise the location and survey of the lands sold, the state allowed every buyer to establish his own boundaries (!); and later, when she reluctantly and gradually entered upon the policy of forfeiting titles for non-payment of taxes, she first found many boundary disputes and subsequently discovered that many tracts had never been entered upon the commissioners book for assessment. Finally, forced by the stern fact that the settlement of western Virginia by those who were willing to brave the dangers and bear the inconveniences of the frontier, was retarded by the fear of the insecurity of ownership of soil upon which settlers might erect their humble homes, the Virginia legislature in 1831, and in 1835, passed two acts which provided for the forfeiture of titles returned delinquent (and not redeemed) and for the protection of pioneer settlers—acts which were the lineal ancestors of sections three and six of article twelve of the West Virginia constitution of 1872. The Virginia legislature, though it showed a growing tendency to forfeit titles for non-payment of taxes and to favor pioneer settlers who paid the taxes, hesitated to forfeit a title absolutely; and from time to time it passed numerous acts granting former owners of forfeited lands additional time to redeem them, and it never transferred a title to a claimant who had no claim of title derived from the commonwealth.

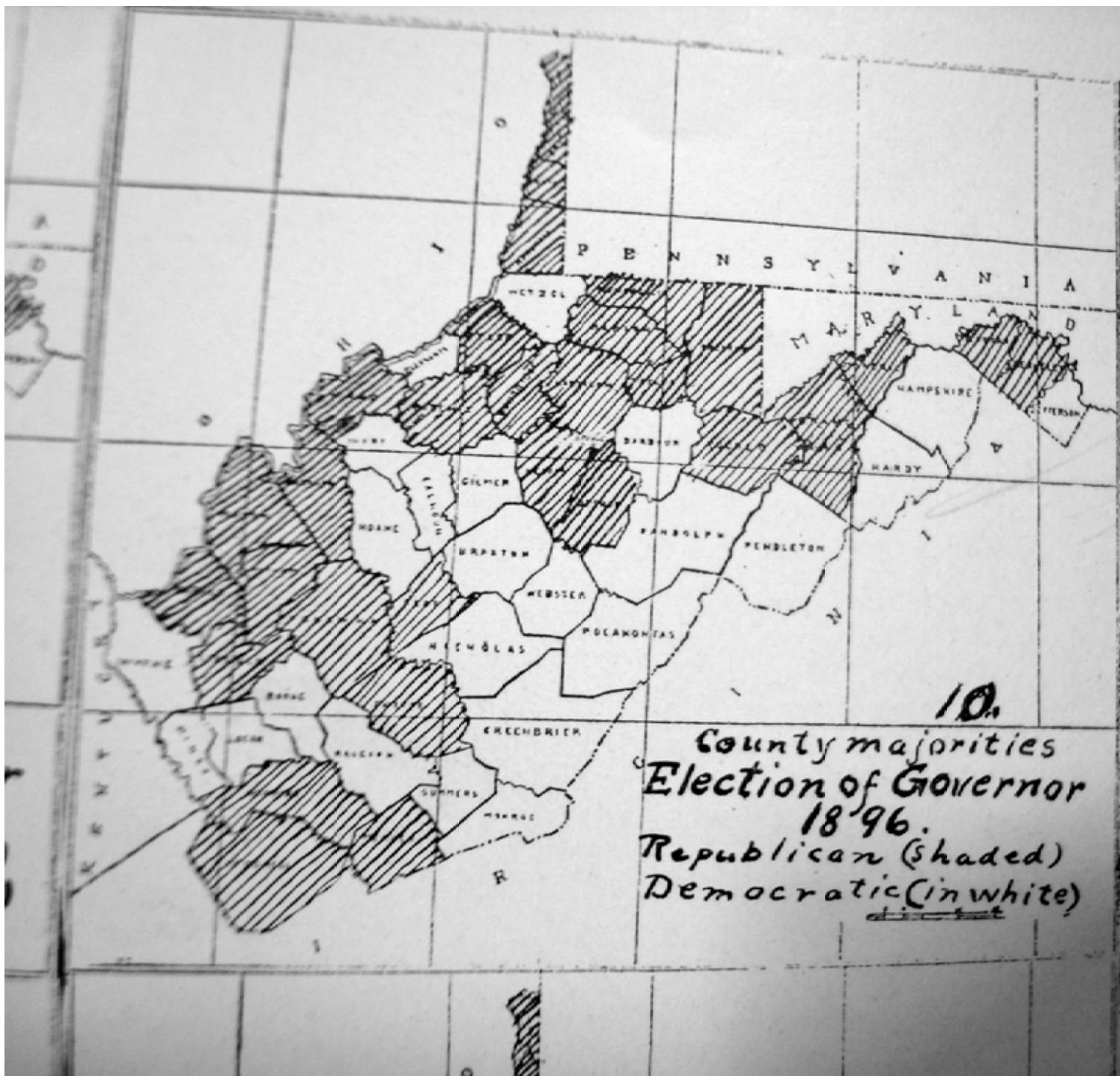
West Virginia in her first constitution adopted the growing policy of the mother state in regard to forfeitures, and again temporized with the delinquent tax payer, but made a distinct advance by a provision which for the first time showed a disposition to favor the owner of a small tract whose delinquent taxes did not exceed \$20. In a statute of 1869 her legislature provided for the proper entry of all land and imposed forfeiture as a penalty for failure to enter land on the books for a period of five years, but allowed the owner to redeem it within a year. The members of the convention of 1872 inserted in the constitution provisions which



passed two acts which provided for the forfeiture of titles returned delinquent (and not redeemed) and for the protection of pioneer settlers—acts which were the constitution of 1872. The Virginia legislature, though it showed a growing tendency to forfeit titles for non-payment of taxes and to favor pioneer settlers who paid the taxes, hesitated to forfeit a title absolutely; and from time to time it passed numerous acts granting former owners of forfeited lands additional time to redeem them, and it never transferred a title to a claimant who had no claim of title derived from the commonwealth.

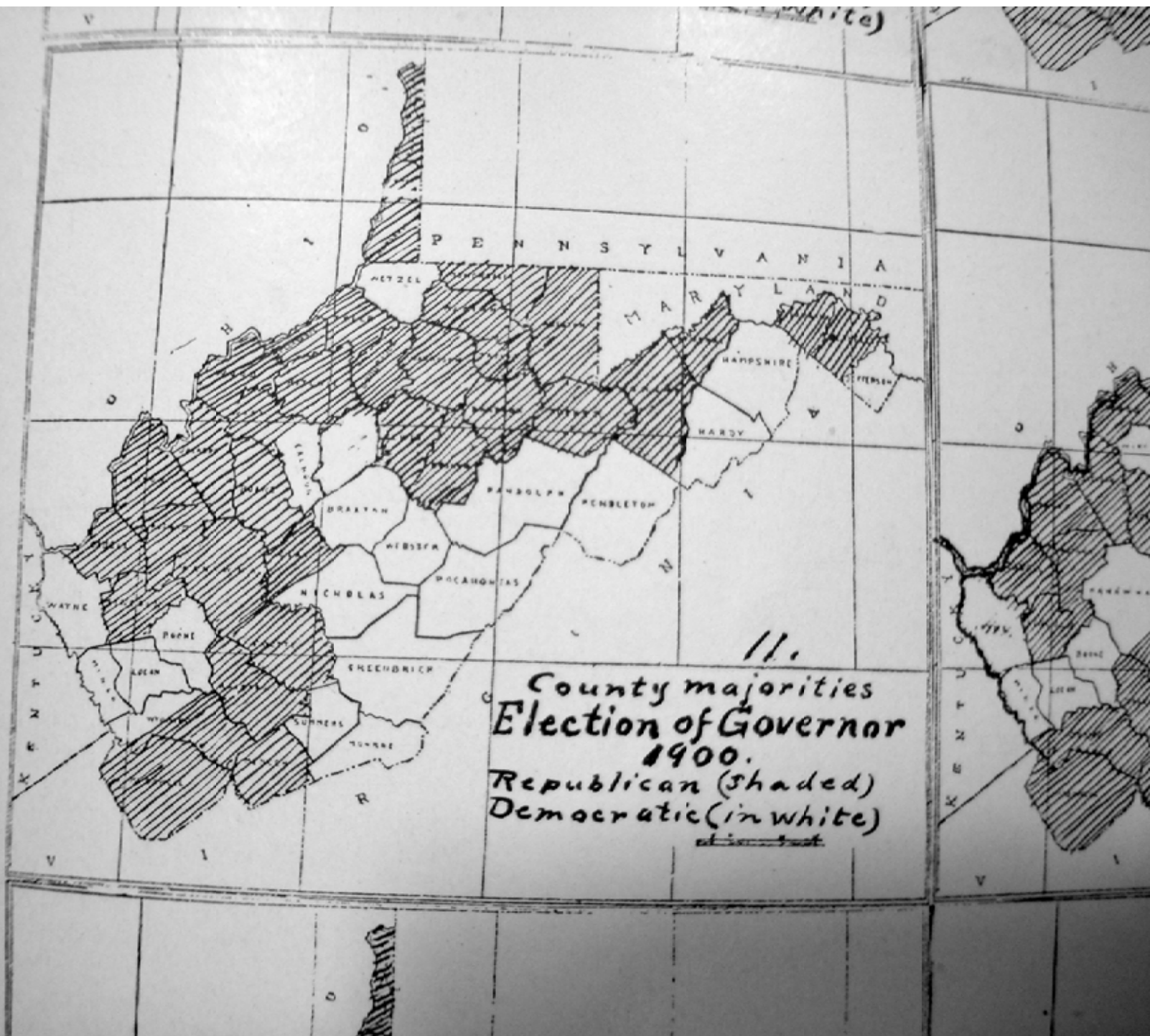
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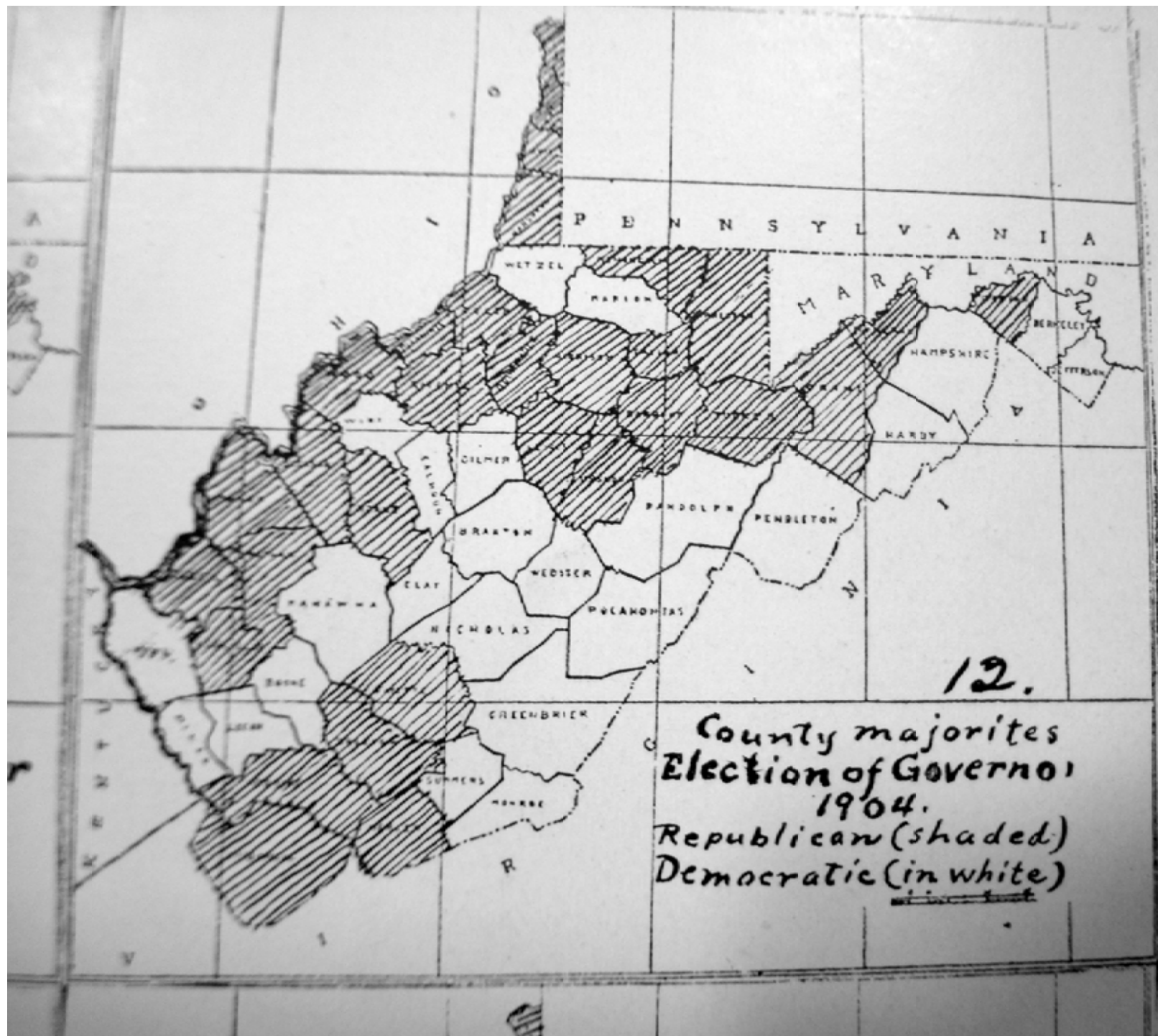


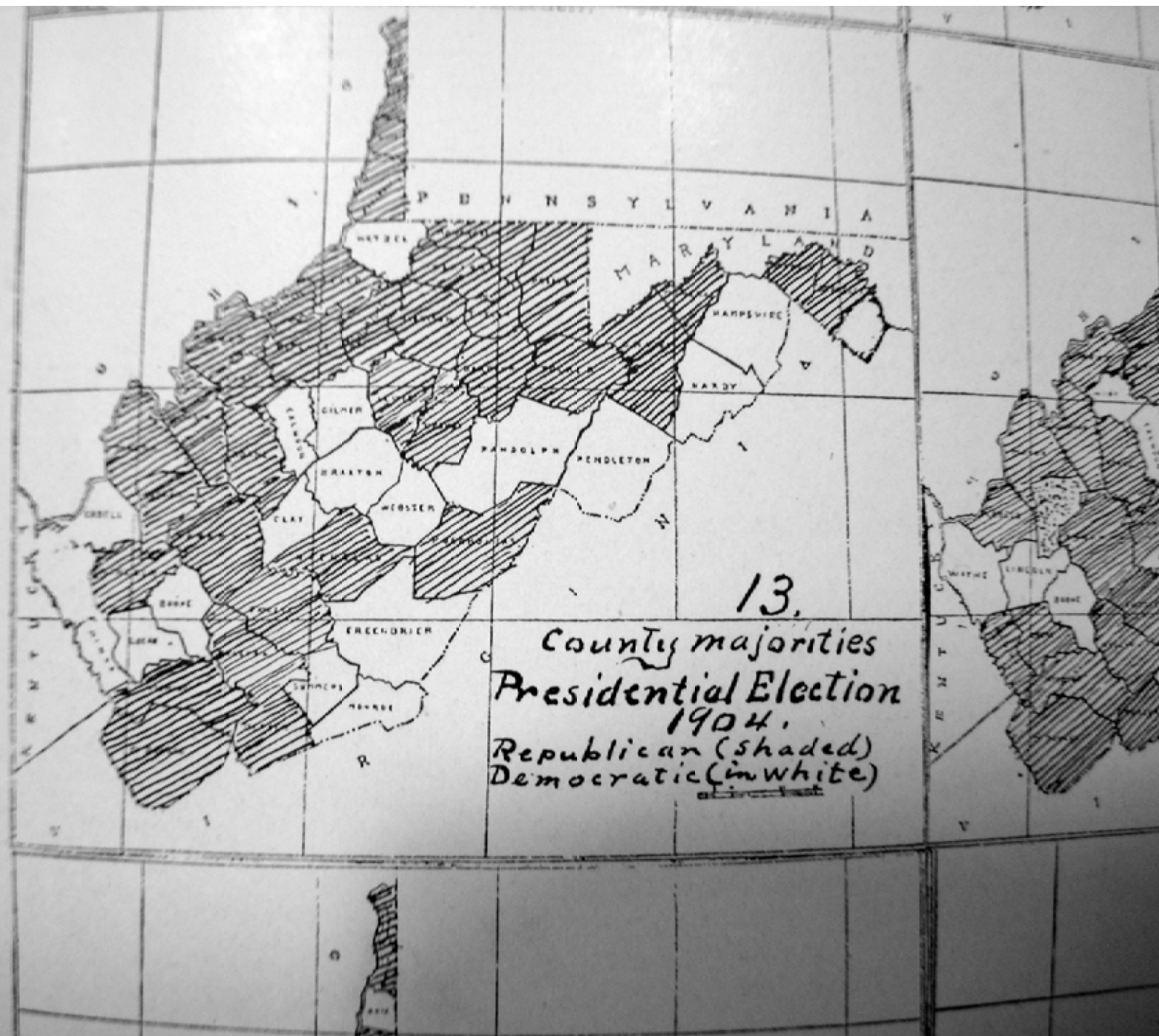


10.  
County majorities  
Election of Governor  
1896.  
Republican (shaded)  
Democratic (in white)

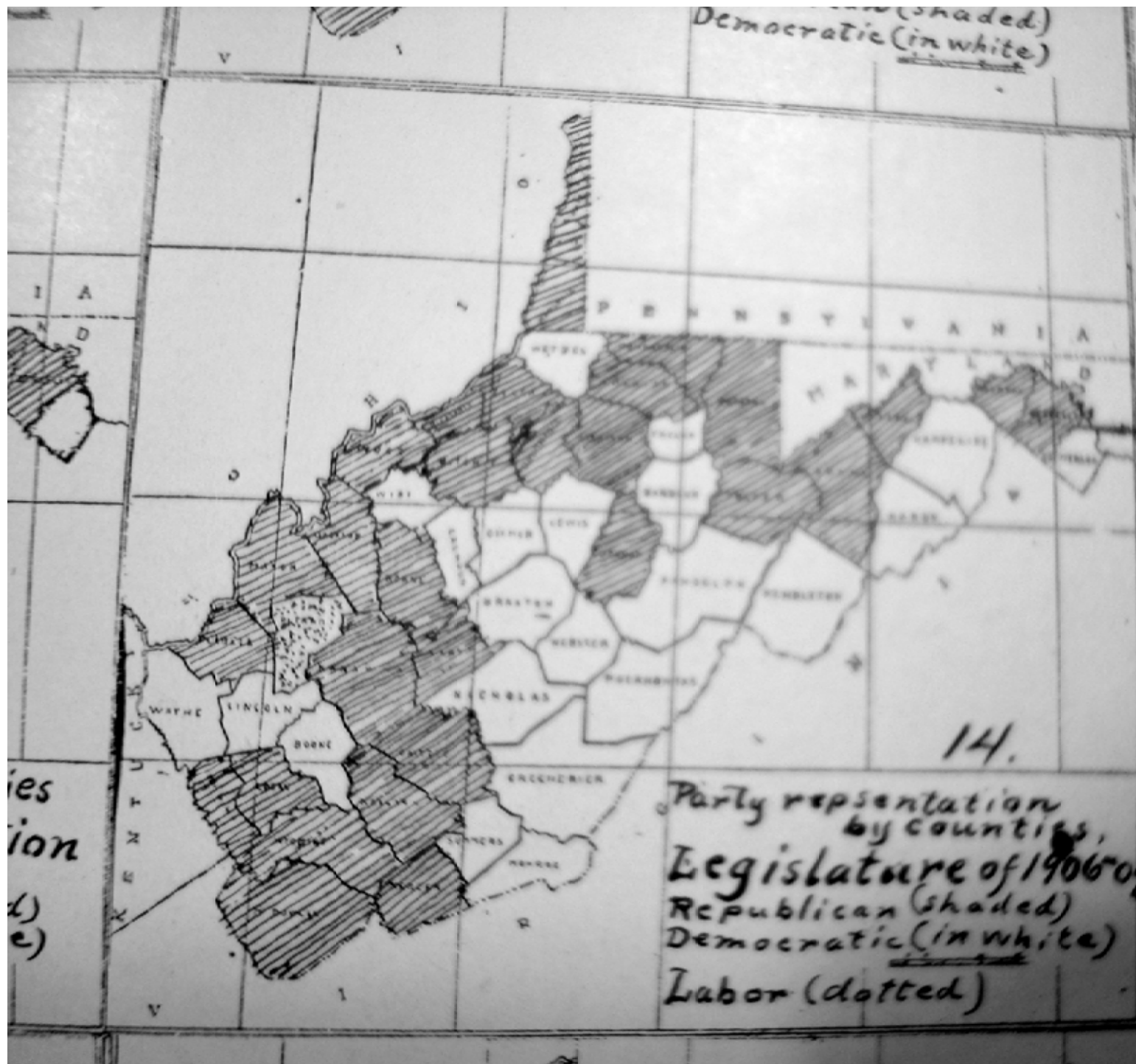




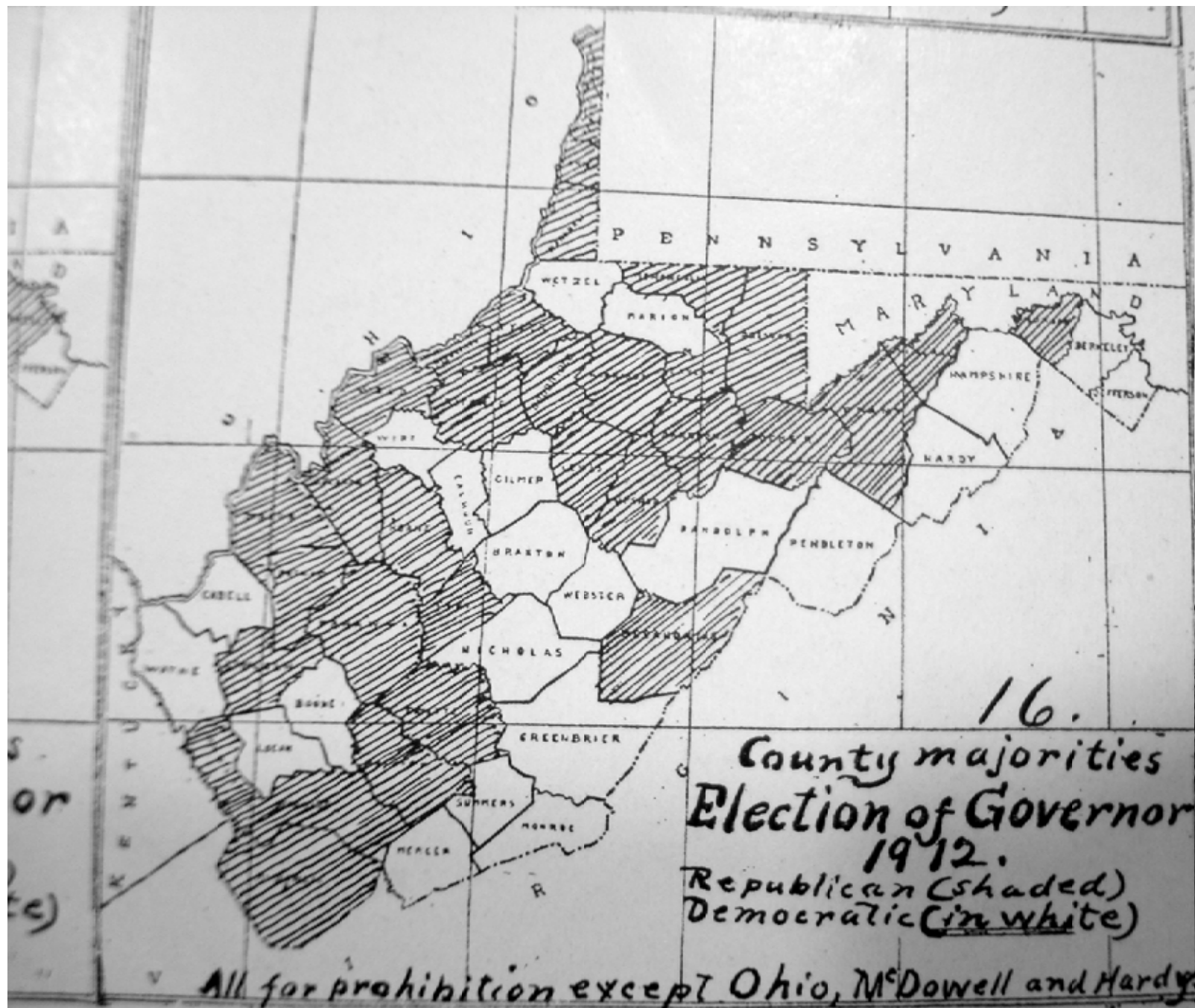




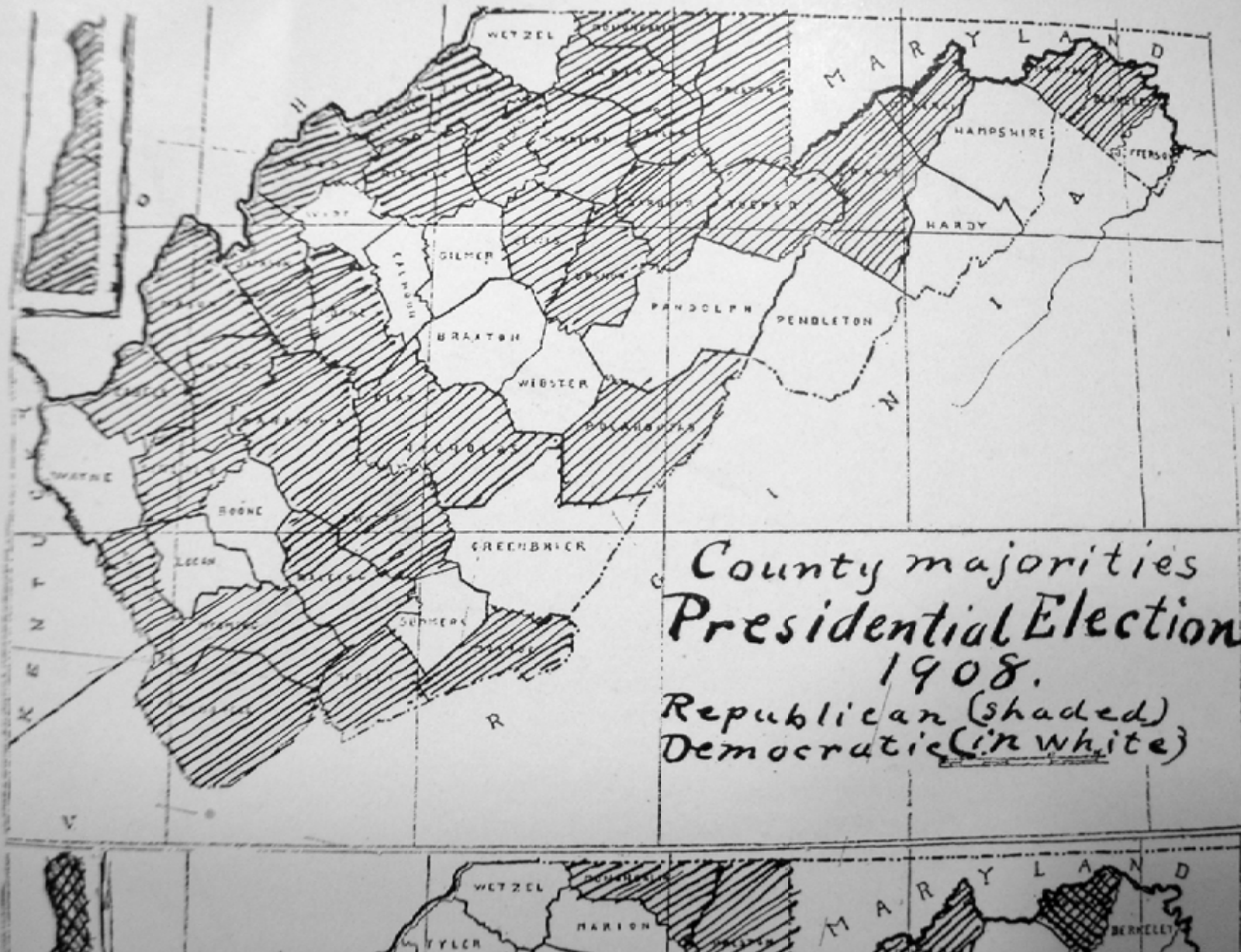














Wilson (in white)

Comparative strength  
of  
Roosevelt and Taft  
County pluralities  
Presidential Election  
1912

Roosevelt (shaded), 79, 112  
Taft (in white), 2, 56, 754



# Appendix B., Social Statistics

1. POPULATION OF WESTERN VIRGINIA BY COLOR AND CONDITION, 1860.

Formed.	County.	WHITE.			FREE COLORED.						Total Free Colored.	Free Total	SLAVE.						Total Slave.	Aggregate.
		M.	F.	Total.	Black.			Mulatto.					Black.			Mulatto.				
					M.	F.	Total.	M.	F.	Total.			M.	F.	Total.	M.	F.	Total.		
1754	Hampshire	6,344	6,134	12,478	40	31	71	69	82	151	222	12,700	440	431	871	155	187	342	1,213	13,913
1772	Berkeley	5,299	5,290	10,589	90	104	194	44	48	92	286	10,875	649	701	1,350	117	183	300	1,650	12,525
1776	Monongalia	6,385	6,516	12,901	5	4	9	21	16	37	46	12,947	30	50	80	12	9	21	101	13,048
1776	Ohio	10,990	11,206	22,196	20	32	52	39	35	74	126	22,322	27	42	69	15	16	31	100	22,422
1777	Greenbrier	5,509	4,991	10,500	59	29	88	58	40	98	186	10,686	598	544	1,142	185	198	383	1,525	12,211
1784	Harrison	6,671	6,505	13,176	5	9	14	6	12	18	32	13,208	162	217	397	97	106	203	582	13,790
1786	Hardy	4,304	4,217	8,521	15	23	38	122	110	232	270	8,791	463	413	876	84	113	197	1,073	9,864
1787	Randolph	2,498	2,295	4,793	5	4	9	2	3	5	14	4,807	67	72	139	21	23	44	183	4,990
1788	Pendleton	2,957	2,913	5,870	8	19	27	12	11	23	50	5,920	92	88	180	27	37	64	244	6,164
1789	Kanawha	7,084	6,701	13,785	49	44	93	42	46	88	181	13,966	905	650	1,555	329	300	629	2,184	16,150
1797	Brooke	2,707	2,778	5,425	8	6	14	16	21	37	51	5,476	4	7	11	2	5	7	18	5,494
1799	Wood	5,624	5,167	10,791	15	22	37	21	21	42	79	10,870	49	54	103	36	37	73	176	11,046
1799	Monroe	4,826	4,710	9,536	19	24	43	25	39	64	107	9,643	460	394	854	113	147	260	1,114	10,757
1801	Jefferson	5,061	5,003	10,064	138	167	305	98	108	206	511	10,575	1,826	1,629	3,455	233	282	505	3,960	14,575
1804	Mason	4,556	4,194	8,750	15	6	21	11	15	26	47	8,797	119	165	284	40	52	92	376	9,173
1809	Cabell	3,901	3,790	7,691	7	12	19	2	3	5	24	7,715	94	120	214	43	48	91	305	8,020
1814	Tyler	3,334	3,154	6,488	...	1	1	4	6	10	11	6,499	6	9	15	1	2	3	18	6,517
1816	Lewis	3,977	3,759	7,736	5	6	11	14	8	22	33	7,769	62	83	145	32	53	85	230	7,999
1818	Nicholas	2,349	2,122	4,471	2	...	2	...	...	...	2	4,473	50	52	102	32	20	52	154	4,627
1818	Preston	6,789	6,413	13,200	4	...	4	24	17	41	45	13,245	29	33	62	2	3	5	67	13,312
1820	Morgan	1,847	1,767	3,614	7	5	12	3	9	12	24	3,638	28	29	57	18	19	37	94	3,732
1821	Pocahontas	1,887	1,799	3,686	8	2	10	6	4	10	20	3,706	119	92	211	18	23	41	252	3,958
1824	Logan	2,501	2,288	4,789	...	1	1	...	...	...	1	4,790	48	38	86	37	25	62	148	4,938
1831	Jackson	4,237	4,003	8,240	6	...	6	4	1	5	11	8,251	16	28	44	7	4	11	55	8,306
1831	Fayette	2,995	2,721	5,716	...	...	...	4	6	10	10	5,726	98	97	195	35	41	76	271	5,997
1835	Marshall	6,641	6,270	12,911	6	10	16	15	26	41	57	12,968	15	14	29	...	...	...	29	12,997
1836	Braxton	2,533	2,352	4,885	1	...	1	2	...	2	3	4,888	27	32	59	23	22	45	104	4,992
1837	Mercer	3,315	3,113	6,428	3	1	4	12	13	25	29	6,457	151	129	280	31	51	82	362	6,819

1842	Marion	6,350	6,306	12,656	1	2	3	...	...	...	3	12,659	20	25	45	8	10	18	63	12,722
1842	Wayne	3,521	3,083	6,604	...	...	...	...	...	...	...	6,604	42	67	109	16	18	34	143	6,747
1843	Barbour	4,454	4,274	8,728	1	...	1	73	61	134	135	8,863	37	50	87	4	4	8	95	8,958
1843	Ritchie	3,528	3,281	6,809	...	...	...	...	...	...	...	6,809	11	19	30	2	6	8	38	6,847
1844	Taylor	3,717	3,583	7,300	8	5	13	23	15	38	51	7,351	41	52	93	6	13	19	112	7,463
1845	Doddridge	2,641	2,527	5,168	1	...	1	...	...	...	1	5,169	5	18	23	5	6	11	34	5,203
1845	Gilmer	1,858	1,827	3,685	...	...	...	10	12	22	22	3,707	20	21	41	5	6	11	52	3,759
1846	Wetzel	3,408	3,283	6,691	1	...	1	...	1	1	2	6,693	3	4	7	...	3	3	10	6,703
1846	Boone	2,448	2,233	4,681	...	1	1	...	...	...	1	4,682	40	53	93	29	36	65	158	4,840
1847	Boone	2,448	2,233	4,681	...	1	1	...	...	...	1	4,682	40	53	93	29	36	65	158	4,840
1848	Putnam	2,875	2,833	5,708	...	4	4	5	4	9	13	5,721	181	193	374	100	106	206	580	6,301
1848	Putnam	2,875	2,833	5,708	...	4	4	5	4	9	13	5,721	181	193	374	100	106	206	580	6,301
1848	Wirt	1,921	1,807	3,728	...	...	...	...	...	...	...	3,728	8	14	22	1	...	1	23	3,751
1848	Hancock	2,253	2,189	4,442	...	1	1	...	...	...	1	4,443	...	2	2	...	...	...	2	4,445
1850	Raleigh	1,672	1,619	3,291	...	1	1	13	5	18	19	3,310	23	26	49	5	3	8	57	3,367
1850	Wyoming	1,446	1,349	2,795	...	...	...	1	1	2	2	2,797	22	22	44	13	7	20	64	2,861
1851	Pleasants	1,503	1,422	2,925	1	1	2	2	1	3	5	2,930	7	6	13	1	1	2	15	2,945
1851	Upshur	3,637	3,427	7,064	6	4	10	3	3	6	16	7,080	80	76	156	23	23	56	212	7,292
1855	Calhoun	1,323	1,169	2,492	...	...	...	...	1	1	1	2,493	1	2	3	5	1	6	9	2,502
1856	Clay	924	837	1,761	...	...	...	3	2	5	5	1,766	4	10	14	6	1	7	21	1,787
1856	Roane	2,722	2,585	5,307	...	1	1	...	1	1	2	5,309	21	29	50	13	9	22	72	5,381
1856	Tucker	718	674	1,392	...	...	...	8	8	16	16	1,408	6	6	12	4	4	8	20	1,428
1858	McDowell	774	761	1,535	...	...	...	...	...	...	...	1,535	...	...	...	...	...	...	...	1,535
1860	Webster	833	719	1,552	...	...	...	...	...	...	...	1,552	1	2	3	...	...	...	3	1,555
1866	Mineral	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1866	Grant	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1867	Lincoln	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1871	Summers	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1895	Mingo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

# 2. NATIVE AND FOREIGN POPULATION OF WEST VIRGINIA, 1870.

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SEMI-CENTENNIAL HISTORY OF WEST VIRGINIA

Formed	County.	NATIVE BORN.							FOREIGN BORN.												SUMMARY.		
		Born in Va. and W. Va.	Pennsylvania.	Ohio.	Maryland.	Kentucky.	New York.	Total.	Total.	British Am.	England and Wales.	Ireland.	Scotland.	Germany.	France.	Norway & Sweden.	Switzerland.	Holland.	Austria.	Italy.	Native.	Foreign.	Total.
1754	Hampshire	7,143	140	19	223	4	2	7,568	75	...	...	35	1	36	1	...	...	...	...	...	7,568	75	7,643
1772	Berkeley	11,901	807	54	1,160	4	87	14,261	639	6	34	323	4	252	5	...	5	...	4	...	14,261	639	14,900
1776	Monongalia	11,731	1,390	61	178	8	16	13,455	92	...	27	29	6	16	3	...	...	...	...	...	13,455	92	13,547
1776	Ohio	18,423	1,884	1,409	513	51	155	22,811	6,020	25	524	1,594	78	3,485	63	...	55	151	9	...	22,811	6,020	28,831
1777	Greenbrier	10,945	23	24	35	32	12	11,178	239	...	19	179	2	8	23	1	1	...	1	1	11,178	239	11,417
1784	Harrison	15,559	318	85	165	10	39	16,292	422	10	30	300	35	24	1	...	19	...	...	...	16,292	422	16,714
1786	Hardy	5,299	32	46	57	9	2	5,477	41	...	...	2	3	29	...	...	5	...	...	...	5,477	41	5,518
1787	Randolph	5,262	38	43	33	7	7	5,426	137	...	1	113	1	3	...	...	19	...	...	...	5,426	137	5,563
1788	Pendleton	6,429	4	3	9	...	...	6,449	6	...	...	4	...	1	...	...	1	...	...	...	6,449	6	6,455
1789	Kanawha	20,393	211	396	52	166	91	21,662	687	14	144	228	67	183	8	1	15	...	20	...	21,662	687	22,349
1797	Brooke	3,744	612	505	85	16	16	5,066	398	4	61	199	20	106	3	...	3	...	...	...	5,066	398	5,464
1799	Wood	13,537	1,223	1,812	331	103	235	17,713	1,287	30	98	600	57	428	18	2	40	3	4	...	17,713	1,287	19,000
1799	Monroe	10,890	8	30	14	4	3	11,022	102	...	15	76	6	4	...	...	...	...	1	...	11,022	102	11,124
1801	Jefferson	11,402	429	32	903	27	23	12,958	261	...	37	153	7	54	5	1	1	2	...	...	12,958	261	13,219
1804	Mason	12,687	470	1,485	37	75	77	15,025	953	7	466	194	63	207	7	...	2	...	...	...	15,025	953	15,978
1809	Cabell	5,504	67	344	19	143	41	6,260	169	4	24	59	1	54	10	...	8	2	7	...	6,260	169	6,429
1814	Tyler	6,215	612	730	78	8	23	7,724	108	1	7	50	4	29	5	...	12	...	...	...	7,724	108	7,832
1816	Lewis	9,342	87	40	98	4	25	9,653	522	6	43	369	11	75	4	...	1	1	...	1	9,653	522	10,175
1818	Nicholas	4,390	1	6	...	3	1	4,415	43	6	1	29	3	2	...	...	...	...	2	...	4,415	43	4,458
1818	Preston	12,234	726	67	675	9	21	13,838	717	7	115	266	152	166	5	...	1	...	3	...	13,838	717	14,555
1820	Morgan	3,727	81	5	319	1	28	4,208	107	9	3	24	1	64	...	...	4	...	...	...	4,208	107	4,315
1821	Pocahontas	4,011	2	1	3	6	1	4,035	34	1	...	21	...	3	...	...	...	9	...	...	4,035	34	4,069
1824	Logan	4,789	2	12	...	262	1	5,117	7	...	...	...	2	2	1	...	...	...	...	...	5,117	7	5,124
1831	Jackson	8,737	326	848	51	47	75	10,177	123	1	29	31	12	27	20	...	2	...	1	...	10,177	123	10,300
1831	Payette	6,459	10	46	6	17	19	6,615	32	2	1	24	2	3	...	...	...	...	...	...	6,615	32	6,647
1835	Marshall	10,726	1,707	921	273	18	65	14,032	909	36	99	370	36	342	10	...	4	2	2	2	14,032	909	14,941
1836	Braxton	6,380	12	7	17	3	1	6,430	50	...	...	23	2	24	...	...	1	...	...	...	6,430	50	6,480
1837	Mercer	6,921	8	9	6	5	4	7,047	17	...	9	6	...	1	...	...	...	...	...	...	7,047	17	7,064
1842	Marion	11,104	476	53	154	6	12	11,917	190	4	24	124	21	16	...	...	...	1	...	...	11,917	190	12,107
1842	Wayne	6,881	47	125	4	668	5	7,824	28	5	6	9	2	6	...	...	...	...	...	...	7,824	28	7,852

1843	Barbour	9,958	97	35	98	4	7	10,231	81	3	1	61	1	11	1	...	...	...	3	...	10,231	81	10,312
1843	Ritchie	7,804	307	269	140	12	29	8,747	308	6	27	212	24	33	1	...	4	...	...	...	8,747	308	9,055
1844	Taylor	8,052	277	77	332	3	35	8,883	484	4	25	287	13	124	15	1	1	...	7	...	8,883	484	9,367
1845	Doddridge	6,263	104	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6,263	245	7,076



1843	Barbour	9,958	97	35	98	4	7	10,231	81	3	1	61	1	11	1	..	..	..	..	3	10,231	81	10,312
1843	Ritchie	7,804	367	269	140	12	29	8,747	308	6	27	212	24	33	1	..	4	..	..	..	8,747	308	9,055
1844	Taylor	8,052	277	77	332	3	35	8,883	484	4	25	287	13	124	15	1	1	..	7	..	8,883	484	9,367
1845	Doddridge	6,363	164	103	133	3	7	6,831	245	4	3	133	..	61	1	..	19	1	22	..	6,831	245	7,076
1845	Gilmer	4,272	7	6	16	3	3	4,313	25	..	13	..	..	12	..	..	..	..	..	..	4,313	25	4,338
1846	Wetzel	6,482	893	705	100	10	16	8,281	314	1	33	104	..	91	3	..	82	..	..	..	8,281	314	8,595
1847	Boone	4,372	9	17	5	25	13	4,502	51	1	7	35	6	1	..	..	..	..	..	..	4,502	51	4,553
1848	Putnam	7,021	222	279	10	35	16	7,655	138	1	49	59	5	10	5	..	1	..	..	..	7,655	139	7,794
1848	Wirt	3,887	295	283	49	21	40	4,733	71	3	18	21	1	24	3	..	1	..	..	..	4,733	71	4,804
1848	Hancock	2,651	868	504	43	3	15	4,132	231	3	63	131	18	15	1	..	..	..	..	..	4,132	231	4,363
1850	Raleigh	3,633	4	2	1	..	..	3,655	18	..	..	18	..	..	..	..	..	..	..	..	3,655	18	3,673
1850	Wyoming	2,964	3	9	..	..	35	3,168	3	..	..	3	..	..	..	..	..	..	..	..	3,168	3	3,171
1851	Pleasants	2,427	194	282	34	6	4	2,968	44	..	12	8	3	18	..	..	3	..	..	..	2,968	44	3,012
1851	Upshur	7,714	79	11	20	16	16	7,938	85	1	11	64	1	8	..	..	..	..	..	..	7,938	85	8,023
1855	Calhoun	2,804	37	31	23	13	1	2,926	13	..	1	2	..	19	..	..	..	..	..	..	2,926	13	2,939
1856	Clay	2,148	1	7	..	..	24	2,196	..	..	..	..	..	..	..	..	..	..	..	..	2,196	..	2,196
1856	Roane	7,016	29	56	7	60	1	7,220	12	1	..	3	..	18	..	..	3	..	..	..	7,220	12	7,232
1856	Tucker	1,851	5	..	20	..	2	1,887	20	..	..	3	8	8	..	..	1	..	..	..	1,887	20	1,907
1866	Grant	1,662	1	4	..	..	172	1,949	3	..	..	1	..	..	..	..	..	..	..	..	1,949	3	1,952
1858	McDowell	1,708	1	..	..	12	..	1,726	4	..	..	4	..	..	..	..	..	..	..	..	1,726	4	1,730
1860	Webster	4,899	152	32	741	1	17	5,906	426	..	32	245	63	72	1	..	8	..	2	..	5,906	426	6,332
1866	Mineral	4,268	18	9	51	..	18	4,382	85	1	1	2	2	71	..	7	1	..	..	..	4,382	85	4,467
1867	Lincoln	4,576	21	225	2	114	3	5,039	14	..	5	2	2	5	..	..	..	..	..	..	5,039	14	5,053
1871	Summers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1895	Mingo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

## 3. NATIVITY AND FOREIGN PARENTAGE.

Counties	1860		1870					
	Native born	Foreign born	Native born	Foreign born	One or both parents foreign	Father foreign	Mother foreign	Father and mother foreign
Totals.....	360,143	16,545	424,923	17,091	46,204	43,917	39,077	36,790
Hampshire .....	13,462	451	7,568	75	256	229	173	146
Berkeley .....	11,895	630	14,261	639	1,764	1,712	1,466	1,414
Monongalia .....	12,888	160	13,455	92	432	381	221	170
Ohio .....	16,911	5,511	22,811	6,020	15,802	15,187	14,624	14,009
Greenbrier .....	11,720	491	11,178	239	628	609	452	433
Harrison .....	13,489	301	16,292	422	1,091	1,060	918	887
Hardy .....	9,728	136	5,477	41	129	110	80	61
Randolph .....	4,890	100	5,426	137	391	391	326	326
Pendleton .....	6,159	5	6,449	6	29	22	16	9
Kanawha .....	15,778	372	21,662	687	1,492	1,420	1,233	1,161
Brooke .....	5,044	450	5,066	398	1,044	990	855	801
Wood .....	10,338	708	17,713	1,287	3,314	3,151	2,868	2,705
Monroe .....	10,670	87	11,022	102	313	294	210	191
Jefferson .....	14,174	361	12,958	261	771	743	548	520
Mason .....	7,974	1,199	15,025	953	2,188	2,125	1,929	1,866
Cabell .....	7,863	157	6,260	169	466	442	333	309
Tyler .....	6,409	110	7,724	108	372	321	242	191
Lewis .....	7,450	549	9,652	522	1,652	1,587	1,397	1,332
Nicholas .....	4,551	76	4,415	43	106	94	66	54
Preston .....	12,542	770	13,838	717	1,727	1,643	1,522	1,438
Morgan .....	3,647	85	4,208	107	326	311	220	205
Pocahontas .....	3,889	69	4,035	34	108	95	74	61
Logan .....	4,925	13	5,117	7	16	9	13	6
Jackson .....	8,119	187	10,177	123	430	372	272	214
Payette .....	5,968	29	6,615	32	115	105	84	74
Marshall .....	12,040	957	14,032	909	2,759	2,528	2,295	2,064
Braxton .....	4,925	67	6,430	50	126	123	88	85
Mercer .....	6,787	32	7,047	17	55	54	32	31
Marion .....	12,414	308	11,917	190	544	525	418	399
Wayne .....	6,720	27	7,824	28	68	63	52	47
Barbour .....	8,857	101	10,231	81	257	229	203	175
Ritchie .....	6,589	258	8,747	308	886	857	705	676
Taylor .....	7,072	391	8,883	484	1,178	1,128	983	933
Doddridge .....	4,030	273	6,831	245	738	721	619	602
Glenn .....	3,714	45	4,313	25	80	78	48	46
Wetzel .....	6,449	254	8,281	314	930	844	758	672
Boone .....	4,697	143	4,502	51	159	156	92	89
Putnam .....	6,231	70	7,655	139	353	328	276	251
West .....	3,730	21	4,733	71	220	196	146	122
Hancock .....	4,109	336	4,132	231	841	713	626	498
Raleigh .....	3,357	10	3,655	18	46	46	39	39
Wyoming .....	2,860	1	3,168	3	10	10	9	9
Pleasants .....	2,890	55	2,968	44	151	142	111	102
Upshur .....	7,182	108	7,938	85	229	221	184	176
Calhoun .....	2,486	16	2,926	13	45	38	26	19
Clay .....	1,787	.....	2,190	.....	.....	.....	.....	.....
Bone .....	5,355	26	7,220	12	52	52	17	17
Tucker .....	1,394	34	1,887	20	56	50	46	40
McDowell .....	1,531	4	1,949	3	3	3	3	3
Weinert .....	1,554	1	1,726	4	25	24	10	9
Mineral .....	.....	.....	5,968	426	1,108	1,078	952	922
Grant .....	.....	.....	4,382	85	260	244	179	163
Lincoln .....	.....	.....	5,039	14	63	63	18	18

# APPENDIX B: SOCIAL STATISTICS

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## 4. POPULATION OF TOWNS, 1850-1900.

FORMED	COUNTY.	TOWN.	1850	1860	1870
1754	Hampshire.	Romney			
1772	Berkeley	Martinsburg (with tp.)		569	482
1776	Monongalia	Morgantown	2,190	3,364	4,863
1776	Ohio	West Liberty		741	797
		Clinton	219	280	251
		So. Wheeling	213		257
		Triadelphia	1,071	2,630	3,158
		Fulton	242	258	239
		*Wheeling	266	311	333
1777	Greenbrier	Lewisburg (with tp.)	11,435	14,083	19,280
1784	Harrison	Clarksburg		969	887
1789	Kanawha	Charleston		895	
1799	Wood	Claysville	1,050	1,520	3,162
		Parkersburg		114	123
		Williamstown	1,218	2,493	5,546
1799	Monroe	Union		209	282
1801	Jefferson	Smithfield	377	†290	419
		Bolivar	444		361
		Charlestown	1,054	1,130	
		Harper's Ferry	1,507	1,376	1,593
		Shepherdstown	1,747	1,339	
1804	Mason	Hartford	1,561	1,219	1,389
		New Haven		915	918
		Point Pleasant			489
		Clifton		519	773
		Mason			693
		West Columbia		1,016	1,182
1899	Cabell	Barboursville		714	778
		Guyandotte		341	371
1814	Tyler	Middlebourne		538	427
		Sistersville		247	182
1816	Lewis	Weston		351	364
1818	Preston	Brandonville		820	1,111
1820	Morgan	Bath (Berkeley Springs)		165	100
1824	Logan	Aracoma	277	298	407
1831	Jackson	Ravenswood		104	43
		Ripley			362
1835	Marshall	Elizabethtown	496	571	**
1842	Marion	Moundsville	445	515	1,500
		Barracksville		91	114
		Fairmont	683	704	621
		Johnston		55	55
		Boothsville		95	125
		Farmington		89	85
		Worthington		120	127
		Mannington		241	411
		Palatine		452	558
		Barnettville			54
		Fairview		69	72
		Rivesville		54	63
		Houltown		46	33
		Newport		72	68
		Winfield		63	47
1842	Ritchie	Harrisville			140
1844	Taylor	Grafton		891	1,987
1845	Gilmer	Glenville		398	174
		Stumptown		100	
1846	Wetzel	New Martinsville	228		260
1848	Putnam	Buffalo		268	321
1861	Upshur	Buckhannon		427	475
1865	Calhoun	Arnoldsburg		39	22
1866	Roane	Spencer		196	143
1866	Mineral	Piedmont			1,366

\*City of Wheeling comprised the townships of Center, Clay, Madison, Union, Webster and Washington.

\*\*The colored population given in 1860.

\*\*Incorporated with Moundsville in 1863.



State of West Virginia such property was \$1,401,092.32.

As a matter of record, the following list of steam railroads in West Virginia with the mileage and assessed value of each, is appended:

	Miles of main track in State	Assessed Value
1. Alexander & Eastern Railway Co. ....	14.50	\$ 25,000
2. Buffalo Creek & Gauley Railroad Co. ....	19.00	100,000
3. Benwood & Wheeling Connecting Railway Co. ....		60,000
4. Belington & Northern Railroad Co. ....	4.06	30,000
5. Baltimore & Ohio Railroad Co. System .....	1,071.61	77,650,000
6. Big Sandy & Cumberland Railroad .....	.30	2,000
7. Beaver Creek Railroad Co. ....	6.25	15,000
8. Cranberry Railroad Co. ....	12.00	50,000
9. Cairo & Kanawha Railway Co. ....	15.91	60,000
10. Campbell's Creek Railroad Co. ....	13.33	135,000
11. Cumberland Valley & Martinsburg Railroad Co. ....	24.48	500,000
12. Cumberland & Pennsylvania Railroad Co. ....	.21	18,000
13. Coal & Coke Railway Co. ....	196.75	4,900,000
14. Chesapeake & Ohio Railway Co. System .....	641.52	35,000,000
15. Dry Fork Railroad Co. ....	29.86	500,000
16. Erbdon & Summersville Railroad Co. ....	6.00	20,000
17. Elk & Little Kanawha Railroad Co. ....	21.00	250,000
18. Glady & Alpena Railroad Co. ....	18.00	80,000
19. Guyan, Big Ugly & Coal River Railway Co. ....	10.00	40,000
20. Glenray & Richwood Railroad Co. ....	9.00	40,000
21. Hampshire & Southern Railroad Co. ....	38.60	425,000
22. Iron Mountain & Greenbrier Railroad Co. ....	26.59	50,000
23. Island Creek Railroad Co. ....	6.77	375,000
24. Kanawha & West Virginia Railroad Co. ....	37.38	550,000
25. Kanawha & Eastern Railroad Co. ....	.75	3,000
26. Kanawha Central Railroad Co. ....	4.70	30,000
27. Kellys Creek & Northwestern Railroad Co. ....	6.35	60,000
28. Kanawha, Glen Jean & Eastern Railroad Co. ....	14.20	300,000
29. Kanawha & Coal River Railroad Co. ....	12.00	50,000
30. Kellys Creek Improvement Co. ....	6.16	36,000
31. Kanawha & Michigan Railroad Co. ....	99.44	4,750,000
32. Lorama Railroad Co. ....	14.00	55,000
33. Longdale Iron Co. (Mann's Creek R. R.) .....	9.00	16,050
34. Little Kanawha Railroad Co. ....	30.44	200,000

35.	Lewisburg & Ronceverte Railway Co. ....	5.75	37,550
36.	Loop & Lookout Railroad Co. ....	5.00	35,000
37.	Meadvale & Somerville Railroad Co. ....	11.00	20,000
38.	Morgantown & Kingwood Railroad Co. ....	48.74	1,000,000
39.	Marlinton & Camden Railroad Co. ....	10.50	78,000
40.	Norfolk & Western Railway Co. System ....	437.77	32,500,000
41.	Pickens & Hackers Valley Railroad Co. ....	16.50	45,000
42.	Pickens & Addison Railway Co. ....	19.00	45,000
43.	Panther Railroad Co. ....	7.00	5,000
44.	Pittsburg, Wheeling & Kentucky Railroad Co. ....	28.02	2,000,000
45.	Pittsburg, Cincinnati, Chicago & St. Louis Rwy. Co. ..	29.30	1,368,095
46.	Preston Railroad Co. ....	14.00	30,000
47.	Pocahontas Railroad Co. ....	7.00	20,000
48.	Piney River & Paint Creek Railroad Co. ....	6.36	125,000
49.	Randolph & Pocahontas Railroad Co. ....	19.00	100,000
50.	Raleigh & Pocahontas Railroad Co. ....	1.25	100,000
51.	Sewell Valley Railroad Co. ....	21.00	125,000
52.	Stroud's Creek & Muddlety Railroad Co. ....	6.00	80,000
53.	Valley River Railroad Co. ....	11.00	45,000
54.	Virginian Railway Co. ....	139.60	5,500,000
55.	Wabash-Pittsburg Terminal Railway Co. ....	4.85	550,000
56.	West Virginia Midland Railroad Co. ....	42.06	140,000
57.	West Virginia & Southern Railroad Co. ....	3.10	40,000
58.	West Virginia Northern Railroad Co. ....	10.97	110,000
59.	Winifrede Railroad Co. ....	7.43	150,000
60.	Wheeling Terminal Railway Co. ....	7.28	800,000
61.	Western Maryland Railway Co. ....	197.65	10,000,000
62.	Walkerville & Ireland Railroad Co. ....	6.25	15,000
63.	White Oak Railway Co. ....	10.44	225,000
64.	Winding Gulf R. R. Co. ....		2,500
TOTAL .....		3,556.98	\$181,666,795

Another fact to be considered is that railroads are compelled to lay out such an enormous amount of money in building, that it takes years to begin to get a return on the money, as

64. Winding Gulf R. R. Co. ....	6.25	15,000
	10.44	225,000
		2,500
<b>TOTAL</b> .....	<b>3,556.98</b>	<b>\$181,666,795</b>

Another fact to be considered is that railroads are compelled to lay out such an enormous amount of money in building, that it takes years to begin getting anything like a reasonable return on the money, as compared with any other business. It is not generally known but it is a fact nevertheless, that every railroad in West Virginia, fifty miles or more in length, with probably one exception, has been in the hands of receivers at sometime.

Whether or not such receivership was occasioned through the extravagant expenditure of the railroad's money, the state has been benefitted by this expenditure.

The first commodity that West Virginia had to offer to the country was its bituminous coal, and to make this of any value, railroads were built into the coal fields to get it to the market. The coal being of a desirable quality, the market demand was great. In the year 1912 there were 65,000,000 tons of coal shipped out of the state and at the average price of \$1.00 per ton at the mine, the state became \$65,000,000 richer.

Just what influence and effect railways have upon values is illustrated in the following table of comparison of property values of certain counties in West Virginia, all of which were without railways in 1880; since which time railways were built in two of them:

COUNTIES WITHOUT RAILWAYS	Property Values	Property Values	Total	Per
	1880	1912	Increase	Cent.
Hardy .....	\$2,428,122	\$5,267,456	\$2,839,334	116
Pendleton .....	1,587,953	4,420,715	2,832,762	177



It comes very near being criminal to spend money for the construction of highways and then not maintain them properly. How best to maintain the various types of roads comes largely as a result of experience, and experience is increased greatly by tenure in office. It is to be hoped that an efficient and competent man may be appointed chief road engineer of the recently created State Road Bureau, and that when once appointed he may be permitted to develop along with his work.

Highway conditions will not be permanently bettered until a majority of the tax payers of the state realize that there must be a well organized state highway department removed from all partisan political influences so that it may not be subjected to the whims and fancies of so-called statesmen. Better roads will come as soon as a majority of the people want them badly enough to have them. It is not nearly so much a question of securing money to have better roads, as it is in spending the money now being raised, wisely and economically.

We must not forget that improved roads will bring better schools and greater attendance, better health and quicker medical attention, better farms and more cultivated land, better crops and cheaper transportation, better economic conditions and more producers, better social conditions and less isolation, better church attendance and better citizens.

The desire for cheaper transportation facilities on the part of the great mass of our people will have much to do in the future toward securing improved highway conditions. Bad roads have a great deal to do with the high cost of living. Improved highway conditions will not only have a tendency to keep young men on the farms but will give those who are there, a greater profit on their various farm products, because of the cheaper transportation brought about by good roads.

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## Postal Development in West Virginia

By Arthur Boreman Smith.

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Postal service, established in the colony of Virginia as early as 1692, was first extended to the trans-Allegheny territory of Western Virginia in 1794 by the creation of post offices at Morgantown and Wheeling.

The first later official reference to improved mail routes in what is now West Virginia occurs in a report on the "finest" route in the country, from New York to Cincinnati. Railroad service extended to Cumberland, Md., thence to Wheeling by four-horse coach daily, at a "running speed" of seven miles an hour. Troubles seemed to center at Wheeling. The Postmaster-General complained that "this important mail was always detained at the ferry of the Ohio River some ten or twelve hours," because "the proprietor of the ferry could not be induced to encounter the danger of crossing the mail stages in the night." He regrets that "the General Government, while expending much money in

constructing the Cumberland road east and west of the Ohio, omitted to construct a bridge over that stream."

There was a controversy with Virginia as to tolls at the toll-gate east from Wheeling. The General Government had ceded the National road to the states through which it passed, reserving the right to its use as a post road free from toll. Virginia reserved the right to alter the conditions of the cession at will regardless of Congress. The cession appears to have been made in 1832 and in 1836 Virginia receded and proceeded to charge toll. The toll for each mail coach was eighty-eight cents and the contractor refused to pay. Mail from the east, when stopped, returned to Triadelphia and remained there until the Wheeling postmaster supplied the necessary cash. There was much correspondence, but the records fail to disclose how the matter was adjusted.

It may be interesting to note that the "running time" from New York to Wheeling in 1835, was 83 hours; in 1837, 67 hours; in 1885, 18 hours and 15 minutes, and in 1913, 17 hours and 45 minutes.

The first Post-Office Directory obtainable was included in the report of the Postmaster-General for the fiscal year ending June 30, 1841. At that time there were 206 post-offices within the limits of the present State of West Virginia, embraced in 28 counties, as follows:

Berkeley, 7; Braxton, 4; Brooke, 4; Greenbrier, 10; Hampshire, 16; Hardy, 6; Harrison, 14; Jefferson, 7; Kanawha, 13; Logan, 4; Marshall, 6; Mason, 5; Nicholas, 3; Ohio, 3; Pendleton, 7; Pocahontas, 5; Preston, 5; Randolph, 6; Tyler, 7; Wood, 13.

Hampshire headed the list with 16 offices, while Mercer had but one, Princeton, the county seat. Jefferson paid her postmasters \$1,584.96, and afforded \$3,818.49 revenue to the Department. Ohio county came next paying postmasters \$2,162.49, leaving but \$2,589.30 "nett proceeds." The salary of the postmaster at Wheeling was \$2,000.

The Postal Guide for 1912 reports 2,117 post-offices in the State, two-thirds of which have money-order facilities. About 600 offices have been discontinued by rural delivery. Post-offices of the first class are Bluefield, Charleston, Clarksburg, Fairmont, Huntington, Parkersburg and Wheeling. Those of the second class are Buckhannon, Charles Town, Elkins, Grafton, Hinton, Keyser, Mannington, Martinsburg, Morgantown, Moundsville, New Martinsville, Piedmont, Richwood, Sistersville, Welch, Wellsburg, Weston and Williamson. There are 76 third-class offices; in all, 101 Presidential post-offices in the State. Postal development during the past fifteen years has been phenomenal. West Virginia has kept pace with her most progressive sisters and has distanced many of them in the race.

#### Transportation of the Mails.

Stupendous difficulties were encountered during the early settlement of the State in carrying the mails to the widely scattered communities. The Postal Regulations require that all county seats shall have mail service. The hardy pioneers believed in law and order, and county government received prompt attention. It was incumbent upon the Post-Office Department to find the county seat and place it in com-

munication with the General Government, which accounts for the letters "C. H." after the names of many offices. A future city had been born but not named.

Roads were few and rough; great mountains and vast forests intervened; numerous bridgless streams must be crossed, but the trusty carrier, at risk of life and limb, made his way "with safety, certainty and celerity" undaunted by the perils that beset him. A glance at an outline of a few of the routes as advertised in 1850 will give an idea of the distances and difficulties encountered, yet the routes at that time were not comparable to those of forty to fifty years earlier. Some roads had been constructed, the Baltimore & Ohio Railroad skirted the northern border, and villages, with accommodations for man and beast had come into existence. Following are a few of the routes:

From	To	Miles.	Times a Week.
Winchester	Williamsport, Md.	42	2
Winchester	Harpers Ferry	34	6
Romney	Clarksburg	109	3
Morgantown	Wheeling	67	1
Clarksburg	Uniontown, Pa.	66	6
Clarksburg	Parkersburg	85	3
Clarksburg	Beverly	57	1
Lumberport	Middlebourne	40	1
Wheeling	Parkersburg	95	3 by steamboat when possible.
Parkersburg	Beverly	134	3
Weston	Braxton C. H.	48	1
Staunton	Lewisburg	103	6
Staunton	Beverly	106	3
Lewisburg	Kanawha C. H.	104	3
Lewisburg	Huntersville	59	1
Lewisburg	Fayetteville	60	1
Kanawha C. H.	Guyandotte	48	3
Kanawha C. H.	Point Pleasant	55	3
Kanawha C. H.	Glenville	76	1
Kanawha C. H.	Logan C. H.	64	1

There were numerous other routes equally difficult; but those given afford a fair idea of distances traveled and the character of the service 63 years ago. The records do not disclose the cost of the service, but that it was upon the lowest cash basis is a safe assumption and then there were stiff fines for failures.

There are now 812 star, special-office, mail-messenger, railroad, steamboat and electric-car routes in the State; length, 8,288.57 miles; distance traveled per annum, 7,045,665.88 miles; annual rate of expenditure, \$517,703.23. Every portion of the State is covered with service so complete that the most remote section is in constant communication with the whole world. With but few exceptions, service ranges from six-times-a-week in country districts to several times a day on railroad lines.

#### City Delivery.

Fifteen years ago, but four cities, Charleston, Huntington, Parkersburg and Wheeling had city delivery. Service is now extended to Bluefield, Buckhannon, Charles Town, Clarksburg, Elkins, Fairmont, Grafton, Hinton, Keyser, Mannington, Martinsburg, Morgantown, Moundsville, Sistersville, Wellsburg and Weston—20 cities. There are several other cities in which service will be possible within a short time, among which are, Alderson, Cameron, Lewisburg, Marlinton, Montgomery, Pied-



mont, Point Pleasant, Princeton, Richwood, Roncevert, Salem, Spencer and Sutton.

In order to show the relative standing of West Virginia as to city delivery among other states, the following are named: Alabama has free delivery in 17 cities; Florida, 17; Kentucky, 23; Louisiana, 11; Maine, 23; Nebraska, 18; Oregon, 17; Tennessee, 15; Virginia, 20. It is evident that West Virginia is abreast of the times in this particular branch of the service.

#### Government Buildings.

Wheeling was the first city in the State to be granted a building in which to house her post-office. That building, however, was known as the "Custom House." The post-office was merely incidental. The original building has passed away and has been replaced by a splendid, commodious structure. Charleston, Clarksburg, Parkersburg and Martinsburg came next. Charleston, like Wheeling, has out-grown the original structure and a magnificent new building is nearing completion. Government buildings have also been erected in Bluefield and Huntington. The Parkersburg and Huntington buildings have become so crowded as to necessitate extensions or else new buildings.

Buildings are in course of construction or ordered by Congress in Buckhannon, Elkins, Fairmont, Grafton, Hinton, Keyser, Mannington, Morgantown, Moundville, Sistersville, Wellsburg and Weston. But few states are making greater progress in this respect than West Virginia. Considering area, even Oklahoma and Texas, the two states developing most rapidly, have scarcely excelled.

#### Registered Mail.

It is a safe assertion that but few persons have an idea of the immense amount of registered mail matter handled by the post-offices of the State. The latest available report is that of the fiscal year ending June 30, 1911, which shows 486,444 domestic letters and 41,934 parcels; 34,990 foreign letters and 3,199 parcels, and 40,993 official free letters and parcels, a total of 607,560 registered letters and parcels originated during that year. The fees amounted to \$56,656.70. In this respect West Virginia ranks with Indiana, Iowa, Virginia and Wisconsin.

#### Rural Free Delivery.

To West Virginia belongs the honor of being the State selected for the first experiment in rural free delivery. The first rural service in the United States was installed at Charles Town, Jefferson County, October 4, 1896. Hon. William L. Wilson was Postmaster-General, the only West Virginian to hold that position. A. W. Machen the Superintendent of Free Delivery was intrusted with the task of installing the service. The matter had been passed over for two years by Mr. Wilson's predecessor, and it can truthfully be said that he was not favorably inclined, fearing the cost. Supt. Machen detailed his chief clerk and instructed him to proceed to Jefferson county and arrange the service, as a com-

pliment to Mr. Wilson. The recommendation was for three routes at Charles Town, one at Halltown, and one at Uvilla. Carrier Gibson, Route No. 1, Charles Town, is still in the service and is Carrier No. 1, United States of America. Salaries of carriers were fixed at \$200 the year. Service was crude but highly appreciated by the people.

It is rather singular, but a fact, that West Virginians did not readily appreciate the advantages of the service. The five routes in operation June 30, 1897, increased to six the next year, to 16 in 1899, 27 in 1900, 37 in 1901, 52 in 1902, 70 in 1903, 136 in 1904, 163 in 1905, 221 in 1906, 270 in 1907, 312 in 1908, 348 in 1909, 364 in 1910, 367 in 1911, 370 in 1912, and 375 January 31, 1913.

There have been 566 petitions for service of which 45 are now pending. But three routes have been discontinued, of which two were merged in other routes. It would thus appear that 133 applications have been refused by the Department. The refusal by the Department to install service was due in most instances to opposition by local postmasters and star-route contractors. It is also a fact that representatives in Congress have been lax in many instances, fearing to incur the displeasure of parties who protested against changes in the existing service.

Rural delivery emanates from 200 post-offices, located in 36 counties. There have been remarkably few changes in the service. Occasional extensions and revisions due to opening of new roads comprise the bulk of the changes. There should be at least 1,000 routes in the State and would be were proper efforts made. An inspector can only report facts. His recommendation, even if adverse, is not final. Establishment depends wholly upon the wishes of the senators and representatives.

Complete county service is in operation in but two counties, Marion and Wood. There are many other counties in which complete service is possible, namely all of those bordering on the Ohio River, all west of the Allegheny Mountains and north of the Great Kanawha, and several in the eastern section.

It may be interesting to note that on Christmas Day, 1909, 67,313 pieces of mail were handled by the 364 carriers then in service, an average of nearly 200 pieces per route. During March, April and May, 1909, the amount of mail handled was:

	Delivered	Collected
Registered letters and packages .....		
Letters .....	4,549	5,906
Postal cards .....	941,207	611,967
Newspapers .....	579,937	407,339
Circulars and packages .....	1,787,225	3,921
	510,886	17,615
TOTAL .....	3,823,798	1,046,748
Applications for money orders .....		14,916
Value of stamps on mail collected by carriers .....		\$17,208.16
Value of stamps sold by mail carriers .....		\$17,211.19

Following is the result of a count of mail handled during May, 1911, and

October, 1912. Attention is directed to the remarkable increase in the amount of mail handled during a period of eighteen months:

May, 1912	
First Class	530,758
Second Class	716,787
Third Class	239,475
Fourth Class	23,180
TOTAL	1,510,200
Delivered	1,841,016
Collected	303,348
October, 1912	
First Class	666,739
Second Class	852,572
Third Class	295,641
Fourth Class	26,064
TOTAL	1,841,016
Delivered	321,659
Collected	1,737
First Class	3,325
Second Class	3,239
Third Class	317,334
Fourth Class	6.03

March 1, 1908, carriers reported 412 miles of macadam road and 6,196 miles of gravel, earth and sandy roads, the total mileage being 6,607 miles, giving an average length of 22 miles per route. The amount expended for up-keep of roads was \$246,857. The average increase of farm values was 18 per cent. In addition to the rural free delivery service, star route carriers delivered and collected mail free of cost to patrons, but the service is not satisfactory to any who have had the rural delivery service.

Much has been written about the excessive cost of rural delivery. Latest reports show that the average rate of cost per mile of length was \$42.22 for star routes, and \$41.67 for rural routes. The inferior service is most expensive and subject to the additional cost of maintaining post offices on the star routes.

Aside from the value of rural free delivery to the direct patrons, no other agency has developed so healthy a sentiment for good roads. Every carrier is a daily reminder of the importance of good roads to at least 100 farmers. In Jefferson County, the county engineer made an earnest effort to improve the roads covered by rural routes, and Jefferson has the best roads of any county in the state. The same incentive has produced most satisfactory results in Marion and Wood counties.

### Postal Savings.

The Postal Savings feature of the service has been in operation but a short time. It is scarcely possible to arrive at what might be termed a satisfactory development of that branch of the service.

On June 30, 1912, there were 720 depositors, with \$48,924 on deposit. The amount of bonds issued to depositors, January 1, 1912, was \$9,570. There are now 136 post-offices in the State designated as depositories, as follows: First class offices, 7; second class, 18; third class, 75; fourth class, 35 these offices are located in the more important cities and towns where banks exist. It is expected deposits will rapidly increase when the service is extended into the country districts.

Total deposits to June 30, 1912, were \$84,761; withdrawals, \$35,837; leaving a balance, as stated above, of \$48,924. Deposits increased to \$148,924 by September 30, 1912.



There is no accurate data available as to operation of the parcels post which went into effect January 1, 1913.

NOTE.—It is a source of regret that it is almost impossible to glean from the records of the Post Office Department a comprehensive and continuous account of postal development. Practically all of the records were destroyed by fire in 1836. Such scraps as remain have been stored and are inaccessible to a large degree. Officials of the Department were most courteous and gave all possible assistance. Printed documents are scarce, but little more than summaries are published. It is a source of regret that there is no history of the Department. The time at my disposal, after receiving the request to write a chapter on Postal Development in West Virginia, was somewhat limited, which is my only excuse for not making it more elaborate.

A. B. S.

## Development of Telephone Service

By the Editor.

The first step toward a telephone system in West Virginia was the establishment of a telephone central office in Pittsburg on January 1, 1879, by the Central District and Printing Telegraph Company. The first telephone exchange in the state was established at Wheeling by the Central District company on May 15, 1880. An office was established at Parkersburg in 1882. Later, offices were established at Moundsville, Wellsburg and New Cumberland—and, gradually, at all the most important points in the state.

For several years each exchange was isolated. No connection was afforded from one office to another. The telephone horizon was but little broader than the horizon of vision. In a short time, however, just as demands had been made for a switch-board, the necessity for communication between various cities and towns arose. As a result, toll lines were built connecting various cities and gradually forming a net work of wires by means of which it is now possible to communicate with anyone within a radius of two thousand miles.

The first toll line in West Virginia was constructed in 1883 and connected Wheeling with Pittsburg. It practically followed the course of the Ohio and, consequently, when the next year the record flood came much of it was washed away and had to be rebuilt. This line was only the beginning in West Virginia. Wheeling was soon connected with Steubenville, Ohio, and Parkersburg; Morgantown was given a northern outlet through Uniontown Pennsylvania; Clarksburg and Parkersburg, and Fairmont and Clarksburg, and Fairmont and Morgantown were all connected, and by the year 1900 the state was a system of "highways for talk."

In the territory of the Central District Telephone Co., toll lines connecting the exchanges mentioned below were built at the dates given:

- 1895—Wheeling, W. Va.—Steubenville, O.
- 1895—Morgantown, W. Va.—Uniontown, Pa.
- 1896—Wheeling, W. Va.—Parkersburg, W. Va.
- 1896—Moundsville, W. Va.—Cameron, W. Va.
- 1899—Cameron, W. Va.—Fairmont, W. Va.
- 1899—Clarksburg, W. Va.—Parkersburg, W. Va.
- 1899—Clarksburg, W. Va.—Grafton, W. Va.
- 1900—Morgantown, W. Va.—Waynesburg, Pa.
- 1900—Clarksburg, W. Va.—Fairmont, W. Va.
- 1902—Fairmont, W. Va.—Morgantown, W. Va.

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- 1899—Clarksburg, W. Va.—Parkersburg, W. Va.
- 1899—Clarksburg, W. Va.—Grafton, W. Va.
- 1900—Morgantown, W. Va.—Waynesburg, Pa.
- 1900—Clarksburg, W. Va.—Fairmont, W. Va.
- 1902—Fairmont, W. Va.—Morgantown, W. Va.

The early development of telephone service in southern West Virginia was begun by the Southern Bell Telephone and Telegraph company by the establishment of exchanges at Charleston and Huntington about 1888 or 1889. No other development was undertaken until 1896, when a toll line was constructed between Charleston and Montgomery, West Virginia, a distance of twenty-seven miles. About 1898 the company purchased an existing line owned by an independent company from Charleston to Saint Albans, and Winfield, a total distance of twenty-five miles. The American Telephone and Telegraph company constructed the Guyahoga Falls-Charleston line through to Charleston about 1897. From this time until the later part of 1901 there was no development by any of the Bell or associated companies, but from 1895 or 1896 until 1901 the independent companies were very active through southern West Virginia and many exchanges were constructed, including Charleston, Huntington, Point Pleasant, Spencer, Weston, Buckhannon, Sutton, Hinton, Alderson, Ronceverte and Lewisburg; also Elkins and surrounding territory. Many toll lines were also constructed in different sections of the state by independent companies. In the summer of 1901 the American Telephone and Telegraph company constructed what is known as the Petersburg-Georgetown line which was completed early in 1902. In 1901 the Southern Bell company constructed exchanges in Point Pleasant and Montgomery, West Virginia, covering the New River coal fields and the greater part of Fayette county. During the year 1903 the Point Pleasant-Ravenswood-Bellefonte line and the Ravenswood-Spencer toll line were constructed, connection being made at Bellefonte with the Central District and Printing Telegraph company, making a through line from Point Pleasant to Parkersburg. In 1904 exchanges were constructed at Ravenswood and Ripley, and the exchange at Spencer, which was constructed several years previous by a local company and sold to the Central District and Printing Telegraph company, was purchased by the Southern Bell Telephone and Telegraph company. In 1903 construction work was started on the Charleston-Sutton-Weston line which was not completed until in 1904. Another connection was established with the Central District and Printing Telegraph company at Jane Lew, West Virginia, giving a through route from Charleston to Clarksburg. Exchanges were constructed at Weston and Buckhannon in 1904. In 1903 the Southern Bell company purchased the property of the West Virginia Telegraph and Telephone company, which included Hinton, Alderson, and Beckley exchanges and a number of Farmers' lines. During the same year the exchanges at Alderson and Hinton were entirely reconstructed, new plants being installed; and early in 1904 the Beckley exchange was completely reconstructed, a new plant being installed. In 1905 the Sutton-Richwood and also the Hinton-Buckhannon line were constructed. Connection was established at Bluefield with the Bluefield Telephone company which had been operating in Bluefield and between Bluefield and Welch for a number of years. The Richwood exchange was constructed during 1907. Construction work on the Huntington-Logan Toll line was started in



1904 and completed in the early part of 1905. The Logan Exchange was completed during the latter part of 1905. The Spencer-Weston Toll Line was constructed in 1909. The Huntington, W. Va.-Pikeville, Ky., Toll Line was completed in 1906. The Charleston-Madison Toll Line was constructed in 1909, the Madison exchange being opened in the early part of 1910.

The Southern Bell company purchased the Huntington Mutual Telephone company's property in January, 1910, and during that year the properties at Huntington were consolidated, which included toll lines from Huntington to Hurricane. In December the same year the Southern Bell company purchased the property of the Charleston Home Telephone company, which included the Charleston, East Bank, Montgomery, and Clendenin opposition exchanges, and also toll lines connecting same and extending to Hurricane and Buffalo, W. Va. These properties were consolidated with the Bell Plants during the summer of 1911. In 1912 the Southern Bell company transferred its West Virginia property to The Chesapeake & Potomac Telephone company, and in October, 1912, The C. & P. company purchased the property of the Point Pleasant Telephone company, and this property was consolidated with the Bell property May 1, 1913.

In the period from 1901 to 1910, a number of small exchanges were opened at various points on the toll lines indicated above. In January, 1901 there were only two Bell exchanges in the southern part of the state (Huntington and Charleston); while there are now twenty-four. On January 1, 1901 the Huntington exchange had about 230 stations and the Charleston exchange about 715, with no connecting stations. There are now 10,537 stations in the twenty-four exchanges, with 14,310 service and connecting stations, making a total of 24,847 stations.

At Charleston and Huntington, the plants owned by the company have been rebuilt, and a large amount of underground work done. A new central office equipment was installed in 1906 and 1907.

As indicated, the southern section of West Virginia was rather extensively developed by independent companies before the Bell company started to develop there; but the Bell either by purchase or connecting agreements has utilized their lines. There are now only seven exchanges in which there is duplicate service: Beckley, Ravenswood, Ripley, Spencer, Sutton, Weston, and Buckhannon. This does not include the territory covered by the West Virginia Eastern Telephone company—a sub-licensed company which operates in Randolph, Barbour and Tucker counties which has opposition service over its entire territory and in its three exchanges.

One interesting fact in connection with the telephone situation in this territory is, that each of the following towns have three telephone exchanges: Ripley, Spencer, Ravenswood and Weston. This section of West Virginia is also thoroughly covered with farmers' line development, the lines being constructed and owned by the farmers.

The eastern panhandle is operated by the Chesapeake and Potomac Telephone company (Bell system). Keyser and Piedmont, which had exchanges previously operating independently, were connected with the

Bell system through a traffic agreement in May, 1901, after which they had the benefits of communication with the outside world. An exchange was established at Harpers Ferry on October 1, 1905 and at Charlestown and Shepherdstown in 1906.

The first "long distance" telephone line to traverse West Virginia was the New York-St. Louis line, built in 1894. In the state of West Virginia it followed the course of the National Pike. In 1906 a line was constructed from Cumberland, Maryland to Parkersburg, following closely the Baltimore and Ohio railroad. In the same year a line was built from Pittsburg to Grafton. In 1902, the Lynchburg, Virginia-Cincinnati, Ohio line was constructed, passing through Charleston and Huntington, West Virginia.

It has been only recently that the telephone has been recognized as a necessity. Until the last few years it was regarded as a luxury; and the subscribers list of the telephone companies included only the wealthier people; but it has become an indispensable adjunct to daily life in both office and home.

Telephone development has by no means reached its zenith in West Virginia. The subscribers lists are constantly growing and the telephone managers by the installation of reserve plants in the larger cities are preparing for enormous growth in the coming years.

## Commercial Organizations in West Virginia

By Roy Benton Naylor, Secretary West Virginia Board of Trade.

Commercial organizations have played a large part in the development of West Virginia and the State is well equipped with active and energetic Associations working for the progress and prosperity of different interests and the commonwealth as a whole along the most modern and approved lines. They constitute one of our best assets. They have united various lines of commerce and industry in the State at large and the forces of various communities in compact bodies for the achievement of aims and objects common to all. They have brought together the interests of various sections and have been a potent factor in promoting the sentiment of solidarity and mutual destiny which has proven valuable in the solution of many problems. They have promoted local civic pride and state patriotism which are essential to progress and have stimulated citizens to the unselfish performance of tasks of far-reaching importance to the public good.

The only state organization whose object is the general advancement of the state and whose membership includes business men in all lines of endeavor is the West Virginia Board of Trade which was formed in 1905 at Wheeling and which from the first enlisted the support of many of our leaders in commerce and industry, its past presidents including

active in the Morgantown association; Hon. John J. Cornwell, the organizer and president of the South Branch Board, and Mr. W. B. Irvine, a leading banker of the State, at the head of the Wheeling organization.

While some main facts have been given about the larger organizations, it is but just to say that many in the smaller towns such as those in Moundsville, Mannington, Williamson, Hinton, Elkins and Weston are well organized and have done some splendid work.

Many of the larger organizations, like the Wholesale Grocers' Association and Huntington Chamber of Commerce have been in existence for many years, but the great majority of them have been formed within the last decade and it is safe to say that the number and membership of the various associations have doubled within ten years. Business men have come to see that in union there is strength and that the most satisfactory results can be accomplished by working as a unit on those questions which affect the interests of all.

Prior to 1900, the advantage and usefulness of commercial organizations was not fully realized, except here and there, but the awakening has come all along the line and with the success which has attended our organizations, it is not too much to predict a doubling of our resources in this regard in this decade.

Wheeling, West Virginia,

April 7th, 1913.

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## The Story of the Forest and Timber Industries

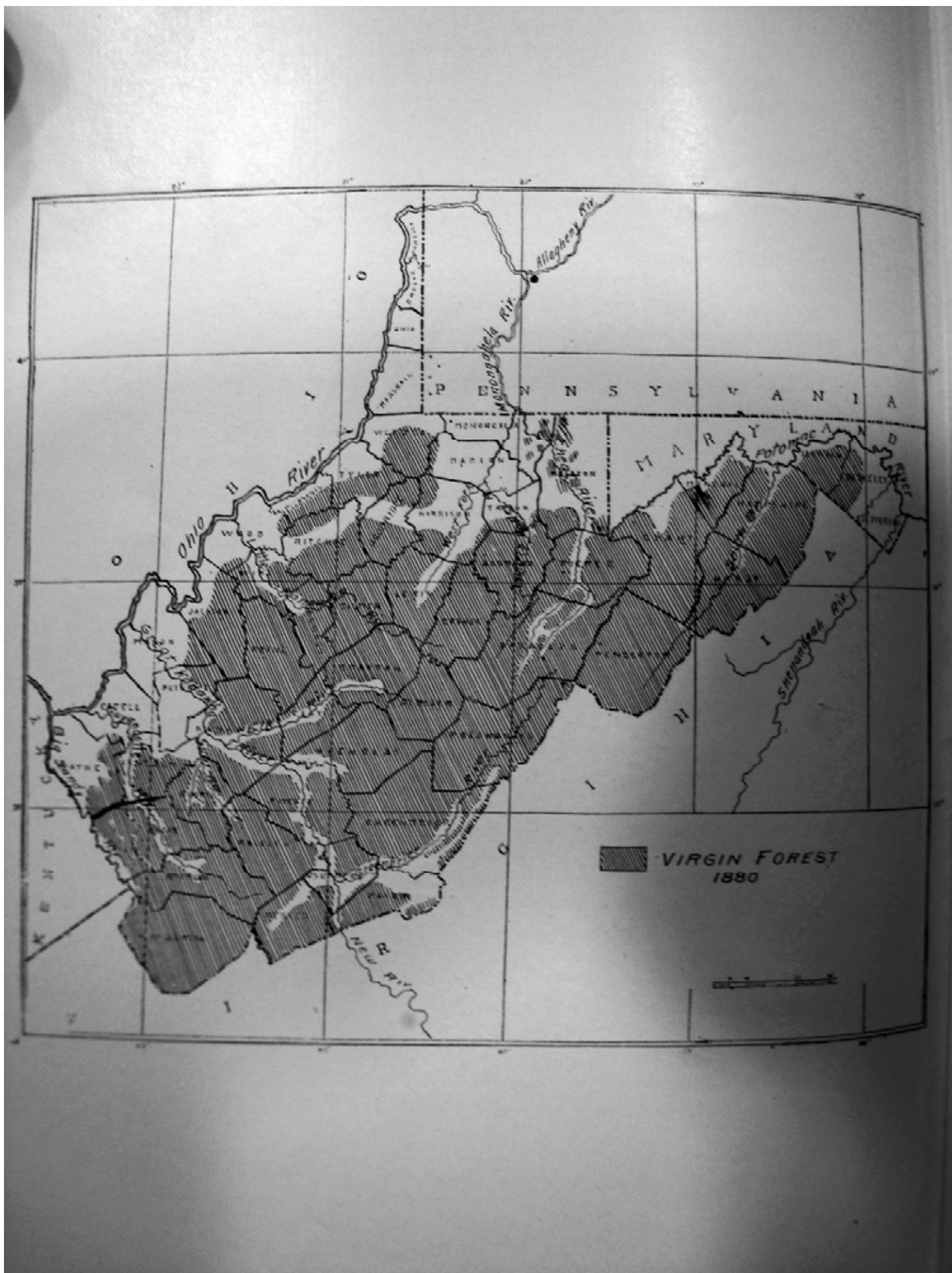
By A. B. Brooks, Agent Plant Industry, U. S. Dept. of Agriculture.

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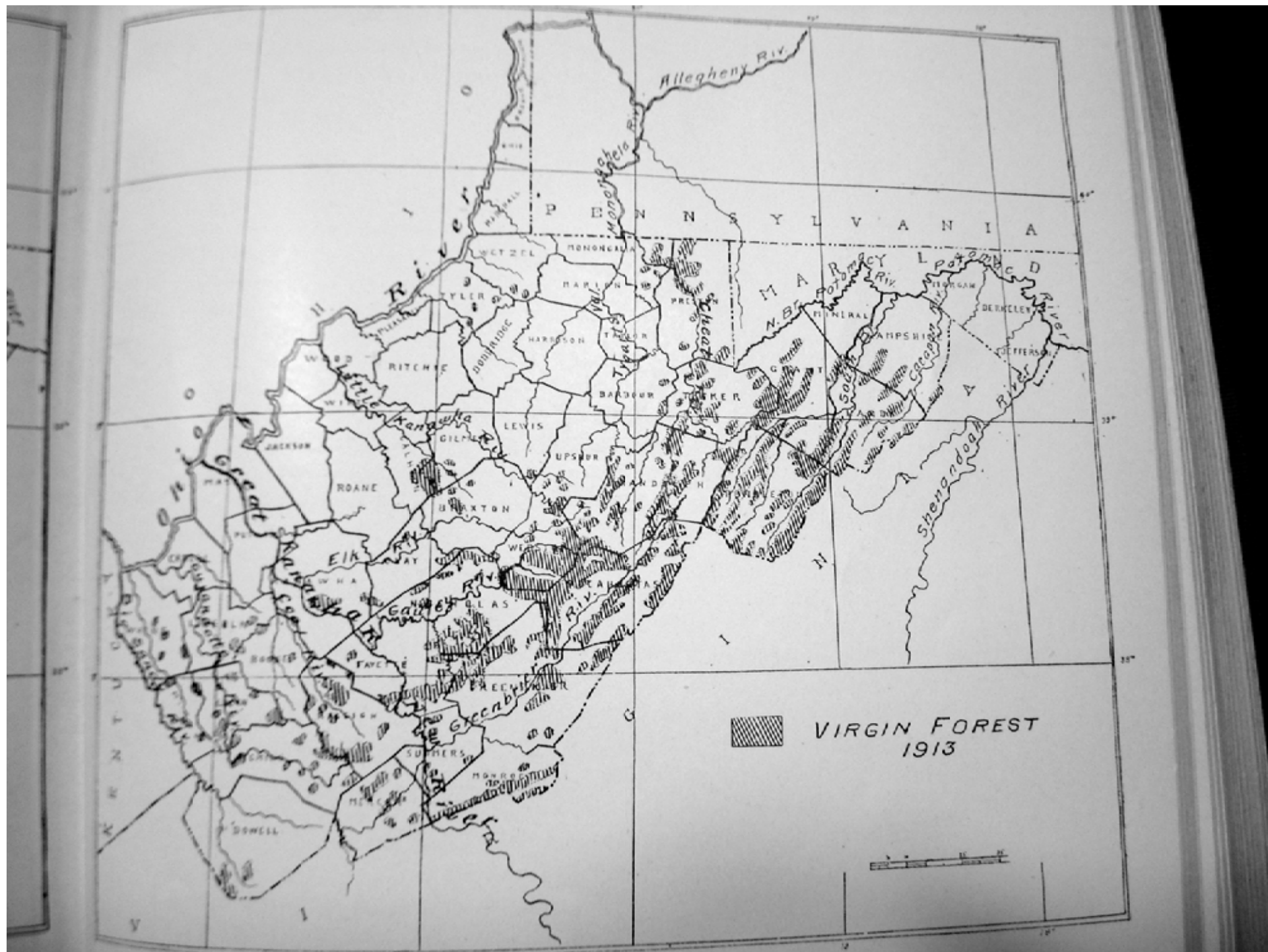
There was a time not many years ago when nearly the whole land area of what is now West Virginia was overspread with a forest of large trees. On the cold mountain ridges and plateaus, in the deep river gorges, and along the banks of the cool mountain streams were the cone-bearing trees,—the hemlock, the pines, the balsam fir, and the red spruce. With these, and covering thousands of acres of cove and hill and river bottom, were the giant oaks and hickories and maples, and the famous yellow poplar and the black walnut, intermingled with numerous other broad-leaf trees, sought in after years for their valuable lumber and fruits. These trees had grown and flourished and reached maturity, like thousands of their ancestors, undisturbed and unused except by the savage races and the wild animals that then lived in this otherwise uninhabited region.

When our forefathers came into this wilderness country and set themselves to the task of building homes and clearing the land for crops of vegetables and grain, they found the forest a storehouse for many of the necessities of life. While some of the trees had to be felled and











burned, others afforded indispensable materials for the construction of dwellings and the manufacture of rude implements and tools. Thus it was that the products of the forest first came to be utilized and that forest industries were begun with the earliest settlements.

The story of the gradual but marvelous development of the various industries directly dependent upon the products of the forest can be traced through the years in which farms have grown wide from the first small openings and town and cities have sprung up throughout the state.

The remarkable evolution of the devices for the manufacture of lumber is one of the best measures of the development of forest and timber industries. The adz and broad axe and frow, with which the puncheons and boards were shaped for the first log houses, were the forerunners of the whip saw and the old-fashioned water saw mill. The rude, hand-operated device known as a whip saw was carried easily with other belongings of the pioneers and was used principally in the early days before heavy machinery could be brought in. The contrivance is thus described in Kercheval's History of the Valley of Virginia: "The whip saw was about the length of the common mill saw (referring to the saw used in water mills) with a handle at each end transversely fixed to it. The timber intended to be sawed was first squared with a broad axe, and then raised on a scaffold six or seven feet high. Two able-bodied men then took hold of the saw, one standing on top of the log and the other under it." The author of this history adds further on,— "The labor was excessively fatiguing, and about one hundred feet of plank or scantling was considered a good day's work for two hands." Straight-grained yellow poplars and white pines, and other trees with soft and durable wood, were easily found in those days and were always selected as whip saw material. Not a few old residences that were built of whip-sawed lumber are still standing. In Pocahontas county lumber was sawed with a whip saw for McClintic's Hunting House, built at the mouth of Tea Creek in 1880; and it is stated that saws of this kind have been used in Wyoming county, and in some of the adjoining counties of the southern part of the state, within the last ten years.

Whip sawing early gave place, in many sections, to the manufacture of lumber on water-power saw mills. Two types of mills belonging to this class were in existence. The sash saw mill consisted of a straight band of steel properly toothed, and strained taut by means of a frame, or sash, into which it was fitted. The frame was pulled down by a water wheel, which supplied the motive power, and was pulled back, in some cases, by an elastic pole. The muley saw, introduced a little later, was less cumbersome and was capable of more rapid work.

It is not definitely known when or where the first saw mill was built and operated in West Virginia. It is probable, however, that there were a few built by the early settlers who occupied the valley of the Potomac river and its tributaries prior to the year 1755. No records have been examined that confirm or deny this statement but it is reasonably safe to say that there were a dozen rude water saw mills in the territory now occupied by Jefferson, Berkeley, Morgan, Hampshire, Hardy, Grant, and

Pendleton counties as early as 1775, and that the number had increased to five or six times as many by the year 1800. There may have been more at each period. A record dated in the year 1810 states that there were about fifty saw mills running in Berkeley county alone at that time.

Those who left the settlements in the east to take up lands and establish homes west of the Alleghanies had doubtless become familiar with the water saw mill and knew its value, but many of them journeyed such a distance that it was not possible for them to take anything so cumbersome as machinery of this kind. As soon as the roads could be cut through the wilderness, however, among the first things to be hauled over them were the clumsy irons of these mills, which were taken farther west, year after year, until they reached the Ohio river. The dates of the settlements, therefore, nearly coincide with the dates of the beginning of the water saw mill industry. We find that there was a flourishing colony established on the Monongahela river as early as 1758; that there was a settlement containing five thousand people on the Ohio river near Wheeling in 1769; that colonies were established at Parkersburg in 1773, and at Point Pleasant in 1776. During the decade between 1770 and 1780 settlements were begun in a number of places along the Cheat river in Preston and Tucker counties; along the Tygarts Valley river in Randolph county; along the Monongahela and its West Fork and Tygarts Valley branches in the whole region now embraced by the counties of Monongalia, Marion, Taylor, Harrison, Barbour, Lewis and Upshur. During the same period, or slightly earlier in some cases, settlements were established on the Greenbrier river in Pocahontas and Greenbrier counties, and in the plateau and valley lands of Monroe county. Saw mills were brought to the settlements nearest the mountains first, but the dates given above are only a little in advance of the saw mills in any case. In fact, if we were to continue as above, to trace the progressive settlements step by step, from the very first up to the year 1880, we would have a reasonably accurate history of the progress of these mills.

The first saw mill west of the mountains is said to have been built near the town of St. George, in Tucker county by John Minear in the year 1776. This was a sash saw mill and stood on Mill run, a small tributary of Cheat river. Another was built by the McNeals some years after their settlement in southern Pocahontas county in 1765, and another by Valentine Cackley at Millpoint, in the same county, in 1778. The Gazetteer of Virginia and the District of Columbia, written by Joseph Martin, contains one of the first available lists of saw mills in what is now West Virginia. According to this list there were forty or more water mills running in 1835. Probably the most extensive water saw mill operations in the state were conducted on Middle Island creek and its tributaries in Pleasants, Tyler, and Doddridge counties. In Tyler county alone not fewer than twenty-four sash mills were running in this vicinity between the years 1840 and 1880. Some of the mills were in operation day and night in winter, and all sawed choice white and yellow pines for southern markets.

As late as 1863, when West Virginia had its birth as a state, seven-eighths of the lumber consumed here and exported was manufactured by water power on the primitive types of saw mills.

The next step in the evolution of sawing devices was the introduction of steam-propelled rotary saw mills that were capable of being hauled from place to place. This type of mill, which is still in use in the state,—numbering over fifteen hundred in present operation—is too familiar to require description. Little is known of the first years of the steam saw mill industry. It would be impossible at this time to obtain full data as to their number and location. Local historians, with one or two exceptions, have remained silent regarding it, and all that can now be learned of the early stages of steam saw milling must be laboriously secured from a few imperfect records and from the older citizens of the state who were lumbermen many years ago. According to Martin's list there were fifteen steam saw mills in operation in the counties that now constitute West Virginia, in 1835. The increase in number of portable mills was not rapid during the first thirty or forty years after their introduction. With the coming of the railroads, however, mills of this kind began to multiply rapidly. New towns that grew up along these roads required a large amount of rough lumber for the hastily-built houses, and it was usually possible to locate mills near by. In 1870 J. H. Diss Bebar wrote: "Along both branches of the Baltimore & Ohio Railroad, from twenty to thirty first-class mills are cutting on an average 3,000 feet of lumber a day." And so it was along practically all other railroads as they were built from time to time. A few came at first and these were soon followed by many others, as mentioned in the quotation above. Just as the old water mills followed closely the first settlements, supplying lumber for floors and ceiling in the log houses and for the construction of the first frame dwellings, so the portable mills followed the later settlements as they were begun along the lines of the railroads.

The introduction of the band saw mill, about thirty years ago, practically revolutionized the lumber industry. The modern plant with its numerous mechanical appliances for the saving of labor and for rapid work, is a marvelous combination of ingeniously-fashioned machinery. The saw itself, as the name implies, is a belt of steel which works over two wheels mounted one above the other in a frame. The band is sometimes toothed on both edges so that a board is cut from the log at both the forward and backward movements of the carriage. The sawing, in the typical West Virginia plant, is usually conducted in the second story of the building. Logs, which are frequently conveyed long distances on trains and deposited in artificial ponds, are drawn up an incline to the mill floor by an endless chain device called the "bull chain." Here the log is scaled and deposited on an inclined platform sloping to the carriage onto which it is rolled and made fast by setting works, consisting of head blocks and dogs, operated by steam and controlled by levers manipulated by men on the carriage. The sawyer controls the movements of the carriage and handles the logs by the use of a device



known as the "nigger" which plunges up from underneath and, striking the log with great force, tosses and turns it to any desired position. Slabs and boards are cut off in rapid succession, the carriage returning to the starting point at a high rate of speed. Mechanical carriers take the refuse and boards as they drop from the saw. The boards are conveyed to the edger saw and, without halting in their course, are carried to the trimmer, which, with its complicated system of levers and drop or lift saws, cuts off the uneven ends and reduces them to standard lengths. From here they are carried into the yard. The sound slabs are cut into proper lengths for lath or shingles or dimension stock, and the poor ones are ground into small pieces and passed with the saw dust into the furnaces. The time consumed in the passage of a log of average size from the pond to the yard and its conversion into lumber seldom exceeds three minutes.

Many of the large plants of the state are equipped with two or three band saws besides additional re-saws, and in some cases logs are squared and taken to gang saws where, with one passage, they are converted into boards. Several of the mills employ day and night shifts running twenty hours out of the twenty-four every working day in the year. The Richwood mill of the Cherry River Boom & Lumber Company—one of the largest operations in the state—cuts 300 thousand feet of lumber every day.

The first band saw mills were built in West Virginia between the years 1880 and 1885. Deveraux Lumber Company's mill built in Charleston in 1881 was probably the first. Two years later J. R. Huffman, the inventor of the band saw, built two large mills at Charleston. The St. Lawrence Boom & Manufacturing Company erected a band mill at Ronceverte in 1884; and the Blackwater Boom & Lumber Company erected one at Davis in 1887. Others of the older mills were those of the Hulings Lumber Company, at Hambleton; Gauley Lumber Company at Camden-on-Gauley; Parkersburg Mill Company, at Parkersburg; and Pardee & Curtin Lumber Company, at Grafton. There are at present eighty-three band saw mills in operation within the state.

During the years when the more primitive types of saw mills were running and continuing in some cases to the present time, were other forest industries of considerable importance. The list of these industries includes the making and floating of flat-boats, the raiting of logs and other timber products, the manufacture of cooperage stock, the hoop pole industry, shingle-making, the telephone and telegraph pole and cross-tie industries, tanning, and others of less importance. In later times the manufacture of pulp and paper has become one of the leading forest industries.

Rafting has been conducted on all the principal rivers of the state except those that are too rough to admit of it. On the Ohio river rafts of logs could be seen as early as 1830; and not far from the same time flat-boats were being made on the Kanawha, the Coal, and the Elk rivers. Most of the flat-boats were loaded with staves and taken to the salt works near Charleston where they were sold. For the past seventy-five years

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log rafts and single logs have been taken in large numbers from the forests that border the Guyandotte, the Big Sandy, the Little Kanawha, and other rivers. The hoop pole industry was enormous during the years of the early life of the state. As late as 1880, according to a report of the 10th census, more than three and three-fourths million hoop poles were cut, valued at \$146,000. The hoop pole and shingle industries have declined within the past two decades. The cutting of poles and cross-ties, however, as well as the tanning industry, have steadily increased year by year, as the demand has become greater.

The amount of timber cut and used for various purposes prior to 1880 is not known. Much that was cut before the Civil War Period was used for domestic purposes. Some was sold in markets that could be reached by water and a little was shipped on the first railroads. One estimate puts the quantity used at home for buildings purposes, during the whole time before 1880, at 500 million feet. The cut of saw mills during the past thirty years has been about 20 billion feet. This does not take into account the vast quantity of timber cut for poles, cross-ties, tan-bark, pulp and for other minor purposes. The figures below show how rapidly the production has increased during the periods mentioned:

YEAR.	FEET BOARD MEASURE.
1880 .....	180,120,000
1890 .....	301,958,000
1900 .....	778,051,000
1907 .....	1,395,975,000
1909 .....	1,472,942,000

West Virginia ranks first in the production of chestnut and cherry lumber, and thirteenth in the production of all kinds. The number of mills has been steadily increasing until at present there are fifteen hundred and twenty-four.

That the area of original forest in the state has decreased in proportion to the increase in capacity and number of saw mills is a natural and correct inference. The amount of lumber cut on the old water power mills and the amount rafted out, and that used for various other purposes, made only a small beginning on the margin of the great forests of the state. Even as late as the year 1880—as shown by the accompanying map—the great body of the coniferous and hardwood forests of the interior sections had scarcely been touched. At that date only strips of varying widths had been cut along the Ohio river and its larger tributaries in the state, and along the North and South Branches of the Potomac and Shenandoah rivers. But since the coming of the larger mills and building of additional railroads, the area of virgin forest has been reduced to less than one-tenth of its original size.

The forest and timber industries—beginning in a small way with the earliest settlements of the state, and increasing to their present large proportions—have meant more in the way of benefits to the citizens of West Virginia than any other industry except that of farming. All classes of people have been, and still continue to be, the beneficiaries of these forest industries; and only by being deprived of the advantages that come from this source, as is so frequently the case, will the people

come to realize their great dependence upon the things that reach them through this channel.

The forest industries have not only brought capital into the state and afforded employment to thousands of its citizens, but have also been the means of establishing social centers and developing wholesome social customs. Hundreds of small villages and flourishing larger towns of today stand where lumber camps formerly stood, built long ago in dense wooded regions. In these camps a rough but large-hearted, robust, and justice-loving company of young lumbermen—some from the rural homes of the state and others from outside our borders—constituted the first temporary and shifting population of these centers,—a few lingering behind as the first permanent residents. In many instances, where the ownership of large tracts of timber land has fallen into the hands of a single company, the first small operations have soon given place to enormous mills which still furnish employment to the entire population of the prosperous towns that have grown up around them.

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## Fish and Game

By J. A. Viquesney, Forest, Game and Fish Warden.

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The first colonists migrating to America found a land of unbroken forests, teeming with all kinds of game; the coasts and water courses were swarming with water fowls of every description, and every river was alive with beautiful fish.

From the landing of the Pilgrim Fathers down to the present time, the wild game and fish have had an enormous potential value, and have been the main-stay in providing food for the pathfinder, the prospector and the settler as they blazed the way of civilization from the Virginia colonies on the Atlantic to the Golden Gate on the Pacific, and turned this continent from a vast forest, inhabited by the deer, the bear and the bison, into a great country of civilization, dotted with fertile fields, happy homes and industrial development that has been an inspiration to the whole world.

Nowhere in the world has there been such a destruction of wild life as has taken place on the American continent in the past century. No other country has been endowed with such an abundance of wild game as has the United States. It seems that nature lavishly bestowed, upon every acre of our territory, every kind and character of the wild fauna and flora that could be maintained.



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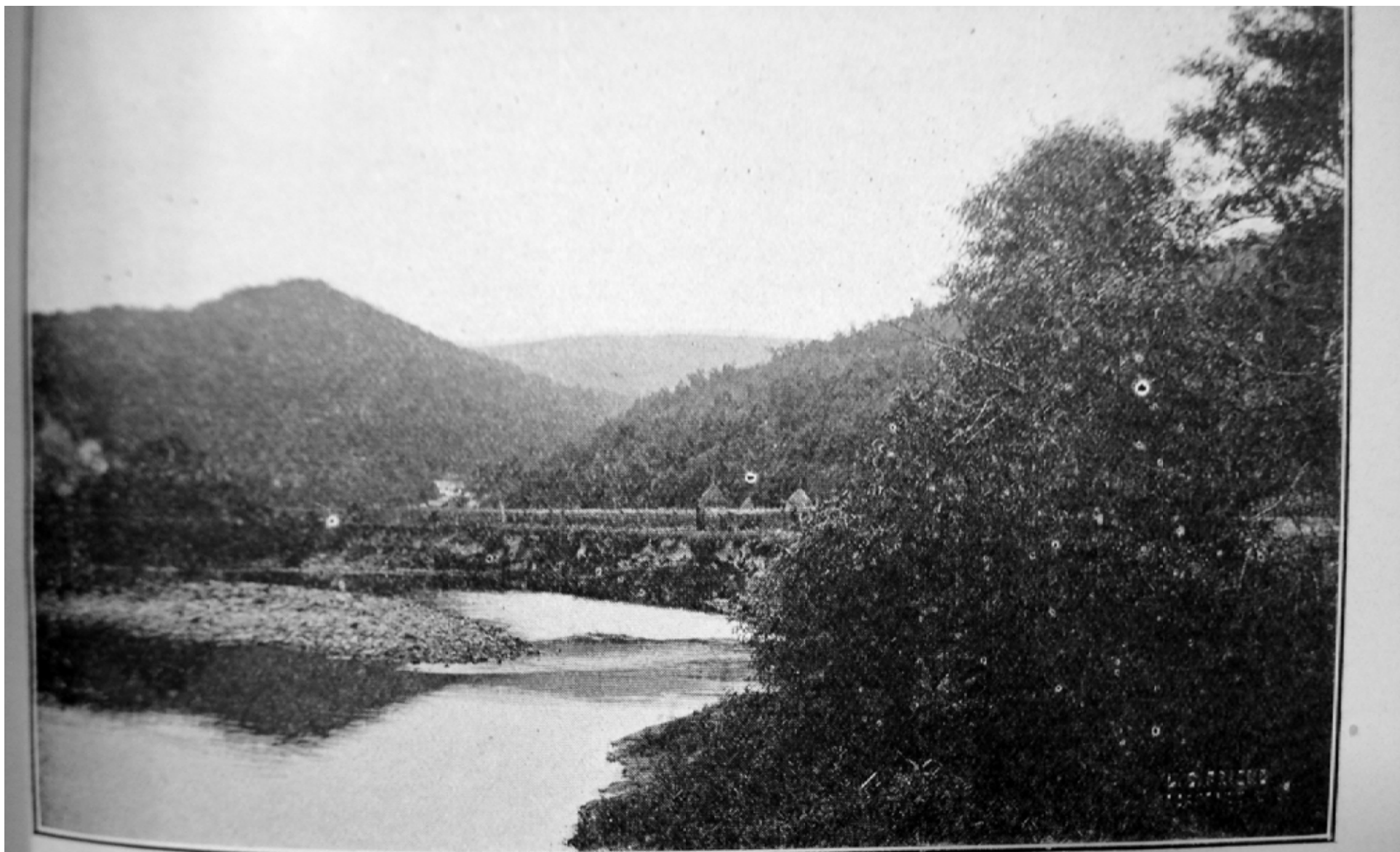
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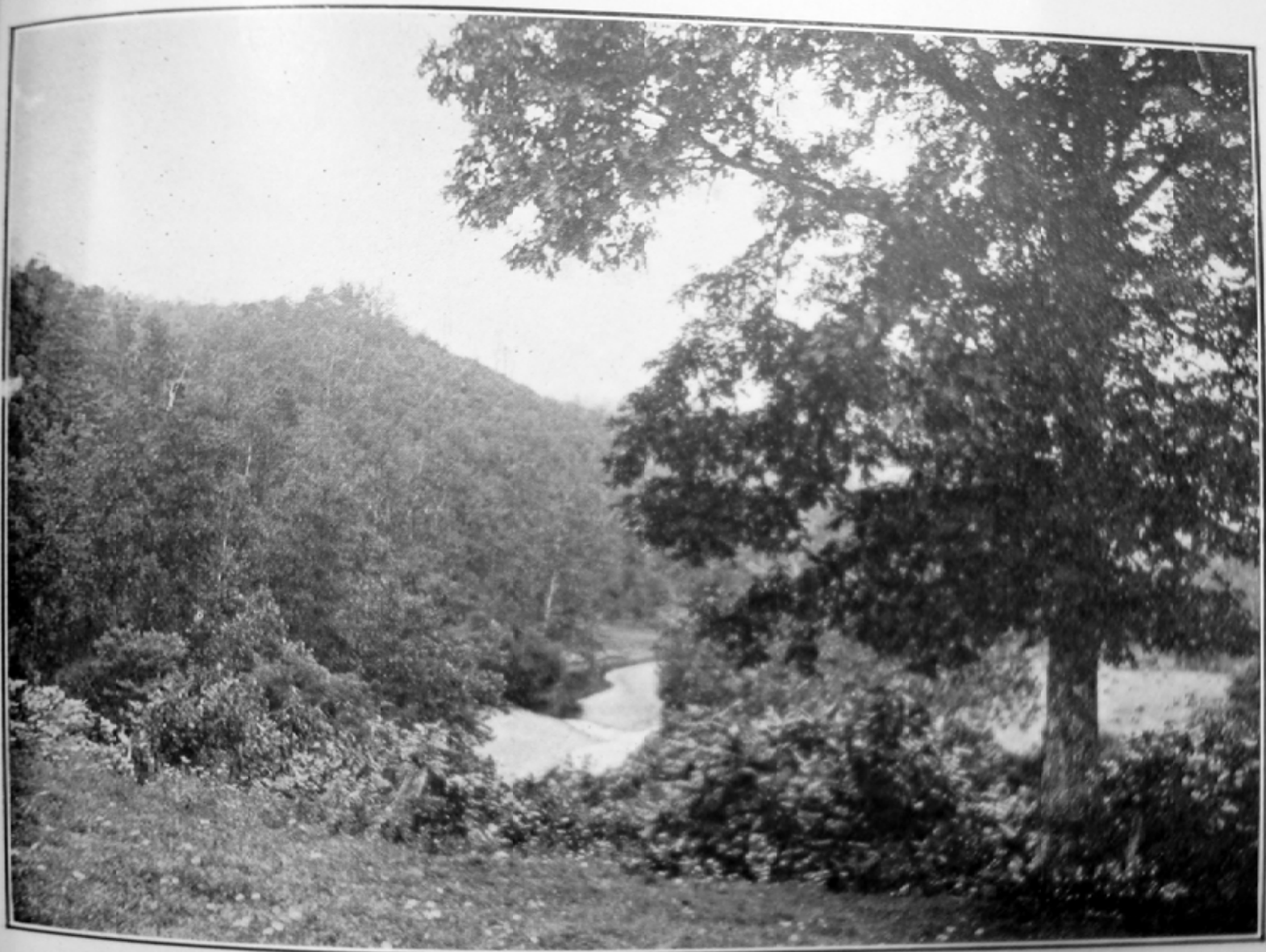
From the landing of the Pilgrim Fathers down to the present time, the wild game and fish have had an enormous potential value, and have been the main-stay in providing food for the pathfinder, the prospector and the settler as they blazed the way of civilization from the Virginia colonies on the Atlantic to the Golden Gate on the Pacific, and turned this continent from a vast forest, inhabited by the deer, the bear and the bison, into a great country of civilization, dotted with fertile fields, happy homes and industrial development that has been an inspiration to the whole world.

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Almost a century before the big game of the Rocky mountains was discovered, the game and fish inhabiting the hills, valleys and streams of West Virginia were being slaughtered to feed the Indian and white man alike.



SCENE ON KNAPP'S CREEK, POCAHONTAS COUNTY.  
(Bass Stream.)



LAUREL CREEK, POCAHONTAS COUNTY.  
(Typical Trout Stream.)



The large game in West Virginia has all been exterminated except a limited number of Virginia white-tail deer and black bear. The Elk or Eastern Wapiti have not been seen in our state since 1845, at which time a herd of seven of these animals was seen in Pocahontas county, near the place where the town of Durbin is now located. However, within the past year sixty-five head of these animals have been brought into this state, from the state of Wyoming, by the Allegheny Sportsmen's Association, and the recent session of the Legislature having made it a felony to kill one of these animals for a period of fifteen years, it is quite certain that they will again become plentiful in West Virginia.

The bison or buffalo once roamed in large herds over our state, the greatest number of them being found along the Ohio and Kanawha rivers. The last buffalo seen were a cow and calf in Webster county in the year 1825. A few head of buffalo will be brought to West Virginia during the present year but they will be kept in captivity as it is not deemed expedient to attempt to propagate them from a game standpoint.

The smaller game animals and birds are yet reasonably plentiful, and under protection and care will increase rather than diminish.

West Virginia has been called the "birth place of rivers." These rivers taking their rise in the lofty mountain peaks and wending their way through the primeval forests to the larger streams that ultimately reach the Atlantic Ocean and the Gulf of Mexico, afford scenery that is not surpassed in the United States, and offer some of the most delightful fishing places in the whole world.

Over one hundred species of fish are found in West Virginia waters, among them some of the most valuable and finest game and food fishes found inhabiting the waters of the United States. The large and small-mouth black bass, and the brook and rainbow trout are special kinds that delight the fisherman's heart, while the principal food fishes are the wall-eyed pike, blue cat, mud cat, channel cat, rock bass, white perch and various kinds of the sucker family.

For some years the great industrial developments in the state wrought great damage to our fish, but many of the beautiful mountain streams, where lumbering operations have ceased, are now returning to their primitive condition, and fish are becoming more plentiful. In the industrial centers of the state, especially where coal is mined extensively, it is not possible to propagate fish with any degree of certainty, for the reason that they will not thrive, nor even live, in the highly polluted waters, but most of our streams are free from pollution, and with proper re-stocking and care can be made as fine fishing streams as can be found anywhere.

Game and fish laws are older than the state of West Virginia. In the year 1699, or more than two hundred years ago, the state of Virginia enacted a law restricting the hunting of deer in certain ways. In Chapter 191 of the Virginia Code of 1849 we find considerable legislation concerning certain kinds of game, but it remained for our own state in the year 1869 to pass the first law enacted by any state protecting all

kinds of insectivorous birds, except a few that were regarded as injurious.

While this law remained on our statute books for nearly half a century there was no organized effort made to enforce its provisions and it was a dead letter, and the boy who could succeed in robbing the greatest number of birds nests, and who could bring home the largest and best assorted string of beads made from the shells of bird eggs was denominated the hero of the community and was likely to receive special mention by the school teacher, the preacher and even in his father's will.

No attention whatever was paid to the protection of fish and game until the year 1897, when the legislature created the office of fish and game warden and materially strengthened the law relating to these subjects. Without any appropriation to provide for deputy service to properly enforce the law, the destruction of our game and fish went ruthlessly on, and with the rapid development of our state bringing in a class of individuals who did not hesitate to dynamite our streams and kill without distinction all living wild birds or animals that wore hair or feathers, it became necessary for the legislature of 1909 to enact a more up-to-date law in order to save from annihilation our remnant of game, fish and birds.

By this law it was made a felony to dynamite fish; the sale and shipment of game was prohibited; it made it unlawful to kill doe at any time; a resident license of \$1.00, and a non-resident license of \$15.00 was charged, which brought in a revenue of more than \$20,000.00 per year and would have been sufficient to restock and protect the fish and game, and would have brought West Virginia to the forefront of the best game and fish states of the Union.

This law being a drastic departure from the old law created some dissatisfaction among the class of people who deemed it their constitutional right to shoot when, where and what they pleased, without restriction, of all of the wild creatures of the earth, and the legislature of 1911, fulfilling their political promises made from stump and platform, repealed the resident hunters license and failed to even appropriate the \$40,000 that had been raised during the two years under the license system.

The legislature of 1913, while it failed to make some needed amendments to our present laws, very generously appropriated the sum of \$25,000.00 from the fund known as the "Forest, Game and Fish Protective Fund," raised by the sale of hunters' licenses, and will thus make it possible during the years 1913-14 to start a system of restocking our fields, forests and streams which will demonstrate the possibilities of increasing the fish and game in West Virginia. If succeeding legislatures will carry out this policy of appropriating sufficient money to aid in the propagation of fish and game, and will inaugurate a salaried deputy system of wardens, in a short time the change that will appear will be an agreeable surprise to every citizen of the state.

Many states are reaping great benefits from recreation seekers who

love the haunts of the wilds. West Virginia with her picturesque scenery, beautiful mountains and streams, and healthful climate furnishes a splendid resort for all those in quest of rest and recreation, and nothing is more desirable than a stroll along some of our crystal streams in search of the speckled trout or gamy bass, or a hunting camp on some mountain crest where the foot of the white man has seldom trod, searching for the ruffed grouse, the wild turkey or the fleet footed deer.

A better sentiment for fish and game protection pervades the air. Where ten years ago you found one sportsman or fisherman you now find twenty.

The farmer no longer regards the robin or the bob-white as a pest on his farm, but accords them a welcome, second only to his children. The game and fish of our state belong to the people as a whole and not to any one class. It is ours to use but not to destroy. It is confidently believed that under our present system of protection, with sufficient funds to restock depleted territory, that our game and fish will double in number and value within the next five years.

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## Development of Agriculture in West Virginia

By Professor T. C. Atkeson, College of Agriculture, W. Va. University.

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West Virginia as a part of Virginia in earlier days and later as a separate state, developed a citizenship and a civilization peculiar to itself, largely influenced and dominated by its rugged environment. "Through all its earlier history Virginia had been noted for its intense loyalty to the Stuarts and its hatred of every element of reform." All the feudal restrictions and abuses of the mother country had been brought over to Virginia by its early settlers and industriously fostered along with the institution of human slavery. Governor Berkeley is reported to have boasted in 1671, that the colony had neither printing presses, colleges nor schools. The gentry alone controlled the politics and managed the finances of the colony.

"The ruling class in Virginia were the planters. They were often cultivated and intelligent men who had been educated in English universities or in the best schools of their native lands. Their possessions were immense, and had usually come to them from their ancestors. Entails prevented any division of the family property, and it was a common complaint at the time that all the land of Virginia was held by a few hands. Mechanical, agricultural, or commercial pursuits were forbidden by customs of the planting class. It was thought beneath a member of the great families to engage in trade, and Scotch emigrants and foreign adventurers pursued a gainful traffic, engrossing the wealth of the country, while the landowner slumbered in indolence and fell into poverty



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